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A STEADY STATE AND DYNAMIC ANALYSIS OF A MOORING SYSTEM.(U)

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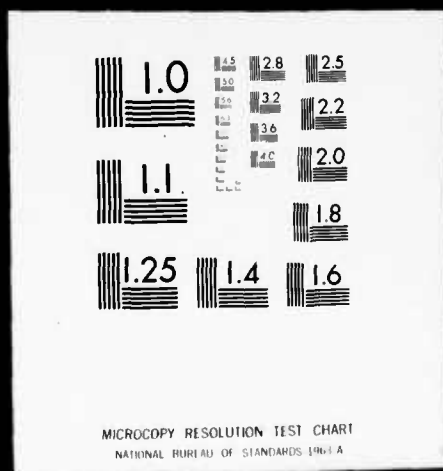
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A Steady State and Dynamic Analysis of a Mooring System

James P. Radochia
Special Projects Department

25 March 1977



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cont

20. Abstract (Cont'd)

is employed to effect the correct solution for the system.

For the dynamic case, in which ship motions do exist, a lumped mass model of the cable and subsurface buoys is used. The equations of motion for each lumped mass element are numerically integrated simultaneously in the time domain. A particular cable-buoy-ship system is investigated, and the results are analyzed.



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LIST OF SYMBOLS AND NOTATIONS

Symbols

- A Transform matrix from cable coordinates to inertial coordinates
- b Integration step-size in time domain for dynamic model
- ~~B Net buoyancy of subsurface buoy (buoy displacement minus air weight of buoy; also defined to be excess buoyancy)~~
- c_B Current magnitude at ocean bottom
- c_{DN} Normal drag coefficient for cable
- c_{DS} Coefficient of drag for spherical subsurface buoy
- c_{DT} Tangential drag coefficient for cable
- c_x Current magnitude at surface
- c_y Current magnitude at depth D
- d Outside diameter of the cable
- d_S Effective strength member diameter of cable
- D Depth of water above which current varies exponentially, and below which it varies linearly
- D_F Current drag on subsurface buoy
- $D_x^n,$
 $D_y^n,$
 D_z^n Cable drag components in cable coordinates
- E_A Distance between calculated location and actual location of ship
- E_c Modulus of elasticity of cable
- f_h Highest natural frequency of system
- Q Horizontal distance between anchor and ship

Symbols (Cont'd)

H Water depth

$\hat{i}, \hat{j}, \hat{k}$ Direction indices

K_y^n Spring constant

ΔL_n Length of n 'th segment

$m_{hx}^n, m_{hy}^n, m_{hz}^n$ Hydrodynamic mass components in cable coordinates

Re Reynolds number

R_a Radius of subsurface buoy

a Stretched length of cable

s_0 Unstretched length of cable

S_{hx1}, S_{hz1} Constants used to describe ship motions

t Time

T Tension vector

T_{AN} Corrected tension at anchor

T_{BD} Tension in cable from ship at subsurface buoy

T_{BA} Tension in cable from anchor at subsurface buoy

T_y^n Tension in n 'th cable segment

u, v, w Components of ocean currents in inertial coordinates

U_{RN}, V_{RN}, W_{RN} Resultant velocity components of the water relative to the cable components in inertial coordinates

v_c Current velocity

w_b In water weight of subsurface buoy

w_c In water weight per unit length of cable

Symbols (Cont'd)

x, y, z Spatial coordinates

$\bar{X}, \bar{Y}, \bar{Z}$ Force components acting on cable

z_{SH} The calculated " z " coordinate of the ship

δ_A Positive number which is successively reduced in iteration scheme

E Maximum closure error

E_i Phase angle

Θ Cable angle in horizontal plane

Θ_c Current angle in horizontal plane

ϕ Cable angle in vertical plane

ρ_w Water mass density

μ_m Cable mass per unit length

ν Kinematic viscosity of seawater

ω_i Wave frequency

Subscripts

A Anchor

D Point of attachment of cable from ship at subsurface buoy

E Point of attachment of cable from anchor at subsurface buoy

n Lumped mass element number

N Iteration number for procedure used to find tension at anchor

I. INTRODUCTION

This study describes an analysis and simulation of the dynamics of simple moored oceanic buoy systems which are tethered to a surface ship. The effects of the wave induced motion of this vessel, the forces due to the waves and currents on the buoy system, and the weight of the cable and buoy are all included. Because of the nonlinearities of the differential equations used to model the system, numerical techniques are used to effect solutions.

The basic problem this simulation will address is the decoupling of the cable connecting the anchor to the sub-surface buoys from the wave induced motion of the ship. This will help alleviate the problem that has caused much concern among researchers and navies throughout the world about possible failures in a moored cable due to the fatigue of the cable caused by the wave excited motions of the tethered ship.

Most analyses of the type undertaken in the present study have dealt with some type of moored buoy configuration. Almost all of these studies did not consider systems in which a ship was present; thus, the wave induced motions were limited to affecting only the surface buoy.

Barber ⁽¹⁾ compared three methods for obtaining cable displacements, and then examined what effect these displacements would have in the steady state upon current meters.

His main concern was in obtaining accurate data for closely spaced current meters near the top of the mooring.

Martin (2) developed a computer program to determine the steady state geometry and cable tensions in single-point mooring systems. It was based on an iterative, numerical-integration routine for the cable equations, allowing for elastic cables, drag and weight forces, variation of current speed with depth, instruments supported in the mooring line, and the effects of specific buoy shapes.

Griffin and Radoshia (3) derived a program to find the steady state configuration and tension of a very long underwater towed cable. A numerical-integration routine was also used to solve the cable equations, which considered the elasticity of the cable, a constant current profile, drag and weight forces, and a drogue at the end of the cable.

Griffin (4) non-dimensionalized the steady state cable equations for single point mooring systems and solved them for different values of the non-dimensional parameters. He plotted the spatial coordinates of the end point as a function of the dimensionless coefficients for drag, cable weight, excess buoyancy-to-tension ratio, current profile, and buoy geometry so that, for a given set of buoy and cable parameters and specific current profiles, the horizontal and vertical excursions of the buoy could be determined.

Shepard (5) described a dynamic model of a vertical

moored taut cable which was subjected to a low velocity transverse flow and which underwent small harmonic oscillations in the vertical direction at its upper end. Calculations based on this model yielded estimates of the dynamic force-displacement relations at the upper end of the cable.

Griffin ⁽⁶⁾ investigated the forces acting upon a cable-towed body system and developed a digital computer simulation of its dynamics in a plane. The towed system was excited by ship motions caused by deep-ocean waves. Equations of motion for the towed body were written and reduced to a set of ordinary nonlinear differential equations having nonconstant coefficients. A lumped mass model of the towline was employed and the equations of motion for the cable were numerically integrated simultaneously with the towed body equations of motion in the time domain.

Paquette and Henderson ⁽⁷⁾ used an analog computer to simulate the dynamics of buoy mooring ropes under conditions typical of the open sea. They solved the set of second-order partial differential equations associated with single-point mooring systems under the action of wind and current forces that were unidirectional and coplanar. The cable was simulated by up to ten straight segments joined at node points where all forces and mass were assumed to be lumped.

Brainard ⁽⁸⁾ analyzed the dynamic motion of a single point, taut, compound mooring. His model consisted of a

series of discrete masses connected with linear springs; motion was assumed to be one-dimensional along the longitudinal axis of the model. The analysis predicted the natural frequencies of the model without damping. These results were used as a basis for analyzing motion of the masses and tensions in the springs when the model was driven with an external force and where damping, from tangential drag, was assumed to be proportional to velocity squared. Solutions were obtained by computer programmed numerical techniques; both steady state and transient cases were studied. Response of the system with alterations of drag and spring stiffness were also studied.

Patton (9) investigated a digital computer simulation of buoy system dynamics for simple buoy systems, that is, a surface buoy moored on a single mooring line. The buoy system could be excited by winds, waves, and currents. Winds could act from any compass direction, and currents could vary in strength and direction as a function of depth in the water column. Wind waves were simulated by first computing their properties with the Sverdrup-Munk (12) - Bretschneider (13) method and then by using Bargman's (14) energy partitioning scheme on a two-parameter Bretschneider spectrum to compute component sine wave amplitudes, phases, and frequencies.

Equations of motion for the buoy, assumed to be an

oblate spheroid, were developed for six degrees of freedom—three translational and three rotational. Hydrostatic and hydrodynamic forces and moments acting on an oblate spheroid moving on the free surface of an infinite body of water were investigated in detail. The set of integro-differential equations for buoy motions were reduced to a set of nonlinear, ordinary differential equations with nonconstant coefficients by using the Haskind (15) hypothesis to evaluate the hydrodynamic force and moment integrals and to represent them as frequency dependent coefficients. Buoy motions were coupled to the hydrostatic, hydrodynamic, and mooring line forces.

Cable dynamics were also investigated. A set of coupled, hyperbolic, partial differential equations for cable motions were developed and characteristic equations were derived to effect a method of characteristics solution. A unique numerical method of characteristics technique, based upon Hartree's (16) method, was developed for the solution of the cable equations in the time-space domain. Buoy motions, which were dependent upon the cable tensions, served as the upper boundary conditions. Lower boundary conditions were prescribed at the anchor, where there could be no motion.

For certain buoy systems, where many mass discontinuities existed along the cable, or for shallow water moorings,

where slack cable conditions could exist, a lumped mass method of computing cable dynamics was developed as opposed to the finite difference method just described. In general, for cable dynamics the lumped mass numerical method was an order of magnitude faster in computation time than the finite difference method.

The equations of motion developed for the buoy were solved numerically in the time domain using a fourth-order, Runge-Kutta integration method. Cable equations could be solved by finite difference methods or by integrating with the Runge-Kutta algorithm for the lumped mass model.

In order to validate the numerical models developed, two buoy systems were instrumented and deployed in Block Island Sound. The motion data from these experiments, along with data published in the literature (10, 11), were compared with simulated buoy motion data. This comparison (9) indicated that steady state buoy system forces and configurations could be predicted within approximately five percent and that buoy system dynamics could be predicted within approximately fifty percent. There were some indications that the surge and sway hydrodynamic forces acting on the buoy were being underestimated by the computer model.

Webster (17) tested models of three buoys; in these tests, the effects of both waves and currents were simulated. As a result of the tests, a single-point mooring configura-

tion for a new buoy was developed. Of particular interest during this study was the visibility of the buoys in various sea and current conditions. The test results were used to predict the fraction of time that the buoys remained within two, three, and four degrees of the vertical.

Mercier (18) presented the results of hydrodynamic tests of several models of typical buoy shapes. Measurements of lift, drag, and pitch moment were made for the heave, surge, and pitch modes of motion in calm water and for the model held fixed with surface waves passing by. These results were necessary for evaluating the motions of these bodies for arbitrary mass distributions, using the equations of motion. Coefficients expressing the inertial and damping characteristics of these models, based on the assumption of linearity of forces with motion and wave amplitude were presented in tables. Amplitudes and phases for the wave exciting forces were tabulated. Models that had been tested included a half-immersed sphere, a half-immersed torus, a one-fiftieth scale model of the "Monster Buoy", a shallow draft rectangular barge, and a cylinder with a square damping plate at the lower end and with a hemispherical bottom cap.

The problem considered by Reid (19) dealt with the motions of and tensions within a quasi-elastic mooring line which was anchored at the sea floor while attached to a ship

er buoy at or near the sea surface and subject to the influence of time varying currents. This was a natural extension of previous studies, such as those of Wilson, ^(20, 21) dealing with the equilibrium configuration of an anchored cable in the presence of steady, coplanar currents.

The design concept and a summary of the motion analysis of the mathematical model of a tri-moored buoyant structure were presented by Savage ⁽²²⁾ for project SEASPIDER. The need to adapt the structural design to the anticipated oceanographic environment in order to obtain a near-motionless system was discussed. Critical components of the total system were discussed, and experience with these components during sea trials was recorded. Sea trials of the system conducted on the Blake Plateau in 2600 feet of water were reviewed and the results using the system as a base for acoustic, temperature, and current measurements were presented. Evidence of the near-motionless characteristics of this tri-moored buoyant structure was presented and discussed. The purpose of project SEASPIDER had been to prove the feasibility of tri-moored buoyant structures with neutrally buoyant legs as instrument bases for all types of oceanographic measurements in the water column of the deepest parts of the ocean.

Correll ⁽²³⁾ reported the results of an analytical design study and a prototype experimental program which inves-

investigated the characteristics and performance of a buoy system for the U.S. Naval Oceanographic Research Program. The buoy system served as a reference station for a hyperbolic navigation system for coastal hydrographic survey. The work consisted of an analytical evaluation of several classes of buoy systems, a detailed design of a prototype buoy system, an experimental program with a full scale prototype buoy system in two oceanic environments, and an evaluation of the operational characteristics of the prototype system. The prototype evaluation showed that a highly compliant taut-wire moored surface buoy configuration could provide vertical stability of less than eight degrees variation and a watch circle of approximately ten percent of depth, in sea conditions of up to sea state four and with ocean currents up to three quarters of a knot.

Most analyses of the type undertaken in the studies described above have dealt simply with moored buoy-cable systems. The present study will include the dynamic effects of a ship which is tethered to the system as an extension of previous work. In addition to this excitation of the system due to the response of the ship to ocean waves, the other forces which will be considered include water drag (normal and tangential), cable tension, cable and buoy weight, and inertial forces. These will be assumed to be acting at discrete points along the cable in a lumped mass-

23.

spring model. In order to provide initial conditions for this dynamic case, a steady state model will first be developed.

II. STEADY STATE MODEL

2.1 Cable Equations of Motion

The equilibrium equations, originally given by Patton⁽⁹⁾, were modified by Griffin and Radochia⁽³⁾ and used to model extremely long towed arrays. The differential equations generated to describe the equilibrium condition for an element of cable subject to weight and steady hydrodynamic forces are given as:

$$\frac{d\theta}{ds_0} = \left(\frac{1}{T \cos \phi} \right) \left(\frac{1}{2} \rho_w d c_{DN} u'' |u''| \right) \quad (1a)$$

$$\frac{dT}{ds_0} = w_c \sin \phi - \frac{1}{2} \rho_w \pi d c_{DT} v'' |v''| \quad (1b)$$

$$\frac{d\phi}{ds_0} = \left(\frac{1}{T} \right) \left(w_c \cos \phi - \frac{1}{2} \rho_w d c_{DN} w'' |w''| \right) \quad (1c)$$

$$\frac{ds}{ds_0} = 1 + \frac{4T}{\pi d^2 E_c} \quad (1d)$$

Equations (1a) through (1e) are the equilibrium equations for the cable in the x'' , y'' , and z'' directions respectively.

(See figures 2 through 6.) Equation (1d) is derived by using Hooke's law ⁽²²⁾ (strain=stress/modulus of elasticity), which is valid for linear elastic materials. (Strain, $(\frac{ds}{ds} - 1)$, is assumed to be very small, and temperature effects on the strain are neglected.) All of the above are for cables with circular cross section.

The parameters used in equation (1) are defined as follows:

$$C_{dx} = \frac{\text{normal drag along } x'' \text{ axis/unit length}}{(\frac{1}{2})(\rho_w)(d)(u'')^2}$$

$$C_{dz} = \frac{\text{normal drag along } z'' \text{ axis/unit length}}{(\frac{1}{2})(\rho_w)(d)(w'')^2}$$

C_{dx} = the normal drag coefficient of the element along the x'' axis and z'' axis

$$C_{dy} = \frac{\text{tangential drag/unit length}}{(\frac{1}{2})(\rho_w)(\pi)(d)(v'')^2}$$

C_{dy} = the tangential drag coefficient of the element along the y'' axis

d = the outside diameter of the element (see figure 1)

d_e = the effective strength member diameter (see figure 1)

- E_e = the modulus of elasticity of the effective strength member
 s = the stretched length of the element
 s_0 = the unstretched length of the element
 T = the tension at the element
 w_0 = the in water weight per unit length of the cable element (For the cable, weight is defined as a positive quantity; the equilibrium equations of the cable take into account the fact that the positive weight is acting in the negative z direction.)
 u'', v'', w'' = the fluid velocity components in the double primed coordinate system along the x'' , y'' , and z'' axes respectively (See figures 2 through 4.)
 ρ_w = the mass density of sea water
 θ, ϕ = the angles of the cable in the double primed coordinate system, defined in figures 2 through 4.

Equation (1) uses two different values for the cable diameter. The first, d , is the outside diameter; the second, d_s , is the strength member diameter. A cable may sometimes have a buoyancy material, such as thermoplastic rubber, extruded over the load bearing member (see figure 1). This will have little effect upon the stress-strain relations of the cable, but will affect the drag forces on the cable. This fact is taken into consideration when deriving equation (1).

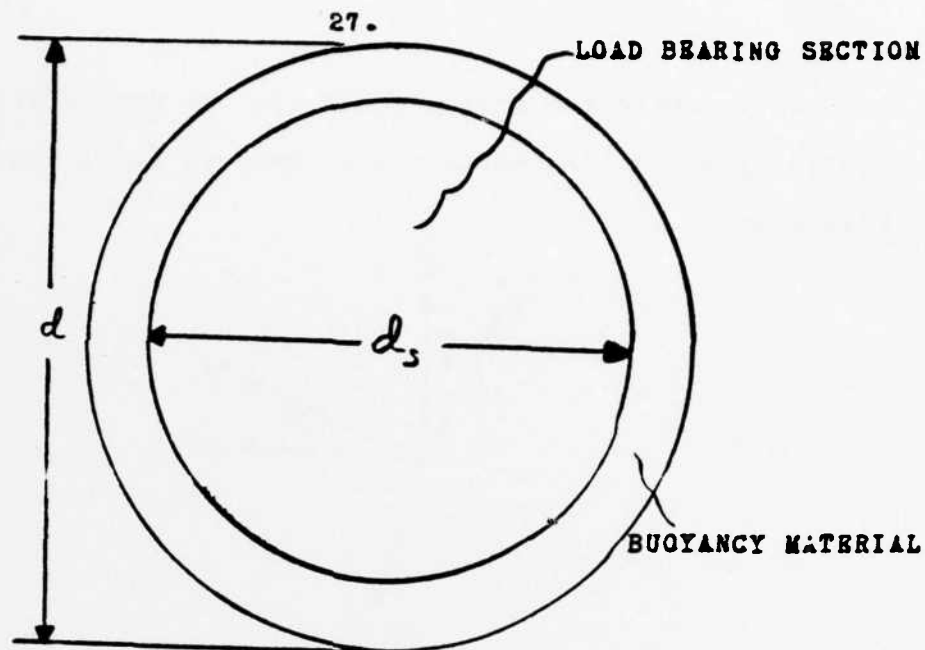


Figure 1. Cable Diameters

To transform from inertial (unprimed) to cable (double primed) coordinates, first rotate the x - z plane about the z axis as shown in figure 2:

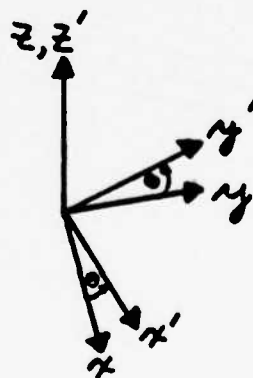


Figure 2. Rotation from Unprimed to Primed System

Next rotate the primed system to the double primed system by a rotation about the x' axis as shown below in figure 3:

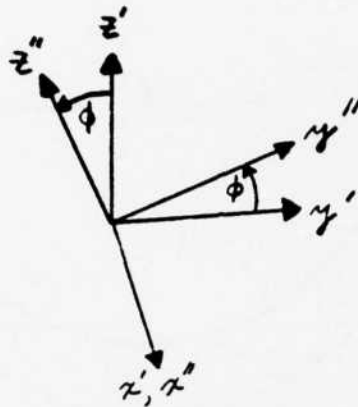


Figure 3. Rotation from Primed to Double Primed System

The cable element is aligned with the y'' axis in the double primed coordinate system as shown in figure 4:

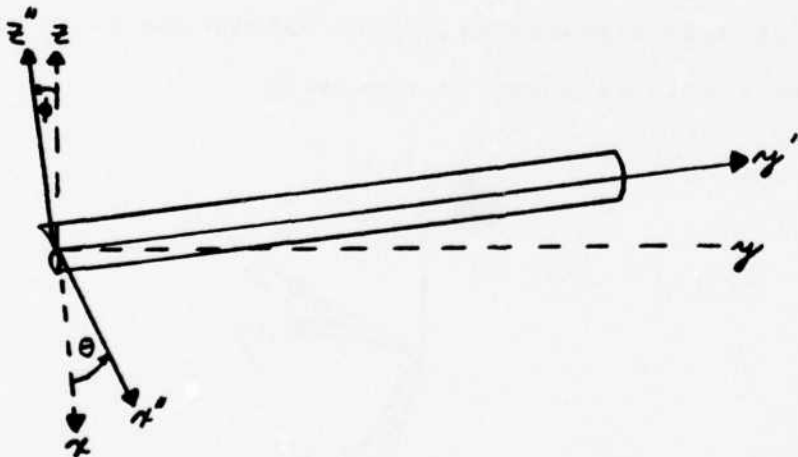


Figure 4. Cable Element in Inertial and Cable Coordinates

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The changes in the horizontal angle θ and the vertical angle ϕ in the inertial system are shown below in figures 5 and 6:

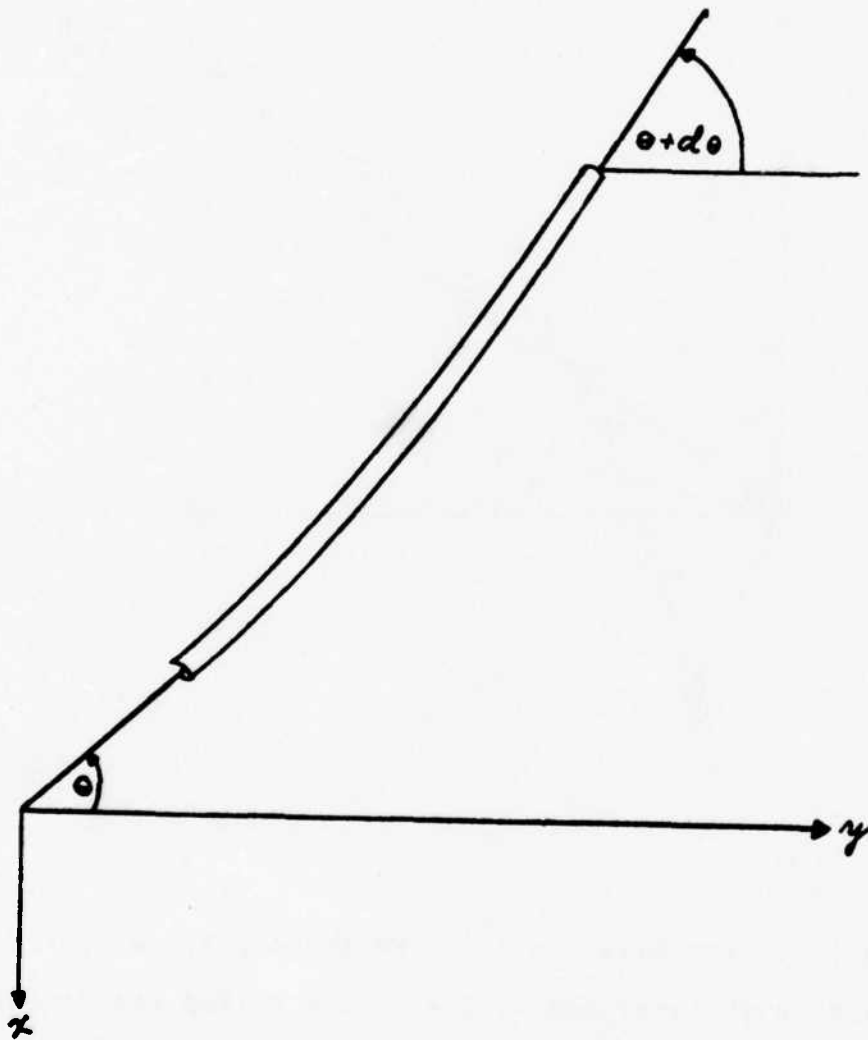


Figure 5. Horizontal Angle Change

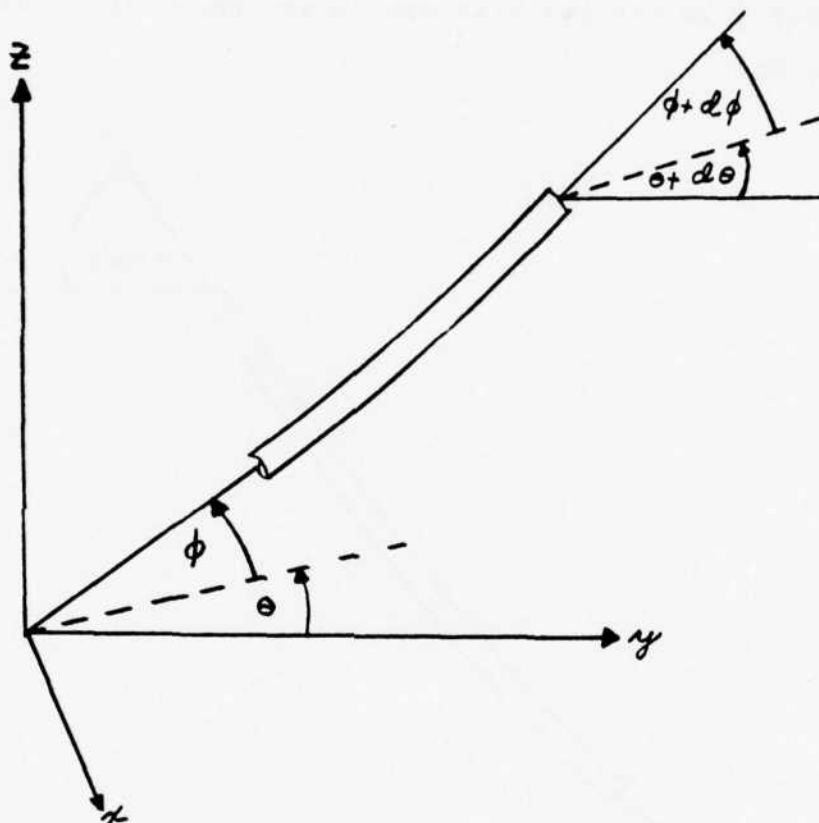


Figure 6. Vertical Angle Change

Griffin and Radechia ⁽³⁾ give the transform matrix to change from the unprimed to the double primed coordinate system as:

$$A = \begin{bmatrix} \cos \theta & \sin \theta & 0 \\ -\sin \theta \cos \phi & \cos \theta \cos \phi & \sin \phi \\ \sin \theta \sin \phi & -\cos \theta \sin \phi & \cos \phi \end{bmatrix} \quad (2)$$

Its inverse is given as:

$$A^{-1} = \begin{bmatrix} \cos \Theta & -\sin \Theta \cos \phi & \sin \Theta \sin \phi \\ \sin \Theta & \cos \Theta \cos \phi & -\cos \Theta \sin \phi \\ 0 & \sin \phi & \cos \phi \end{bmatrix} \quad (3)$$

Using the above relations u'' , v'' , and w'' may be defined as the fluid velocity components in the x'' , y'' , and z'' directions respectively:

$$u'' = u \cos \Theta + v \sin \Theta \quad (4a)$$

$$v'' = -u \sin \Theta \cos \phi + v \cos \Theta \cos \phi + w \sin \phi \quad (4b)$$

$$w'' = u \sin \Theta \sin \phi - v \cos \Theta \sin \phi + w \cos \phi \quad (4c)$$

where u , v , and w are the current components in the x , y , and z directions respectively (the inertial coordinate system). Note that u'' , v'' , and w'' may be a function of depth, if desired.

Equations (1) are numerically integrated using a fourth order Runge-Kutta method⁽²⁵⁾. A brief description of this method is presented in Appendix A; further details may be found in Kelly⁽²⁶⁾ or Nielsen⁽²⁷⁾.

The following inertial coordinates of the element are computed once a solution for T , Θ , and ϕ is obtained for each element of cable, ds . (It is assumed in this study that the unstretched length of ds is 20 feet.)

$$dx = - ds \sin \Theta \cos \phi \quad (5a)$$

$$dy = ds \cos \Theta \cos \phi \quad (5b)$$

$$dz = ds \sin \phi \quad (5c)$$

The Runge-Kutta method used in this simulation has been checked for accurate performance by White (25) for many representative differential equations. The intent was to provide a subroutine which performed the "dirty work" and required the programmer only to write expressions for the derivatives involved in his particular differential equations. For the present study, this formulation was found to provide sufficient accuracy with rapid convergence.

2.2 Subsurface Buoy Equations

2.2.1 Force Equilibrium Equations

As discussed in the previous section, a numerical integration procedure is used to solve the cable equations. At a buoy, however, this scheme must be interrupted, and

the force and moment equilibrium equations for the buoy must be solved in order for the integration to proceed at the next cable element on the "other side" of the buoy.

A free body diagram of the subsurface buoy, which is assumed to be spherical in shape, is shown below:

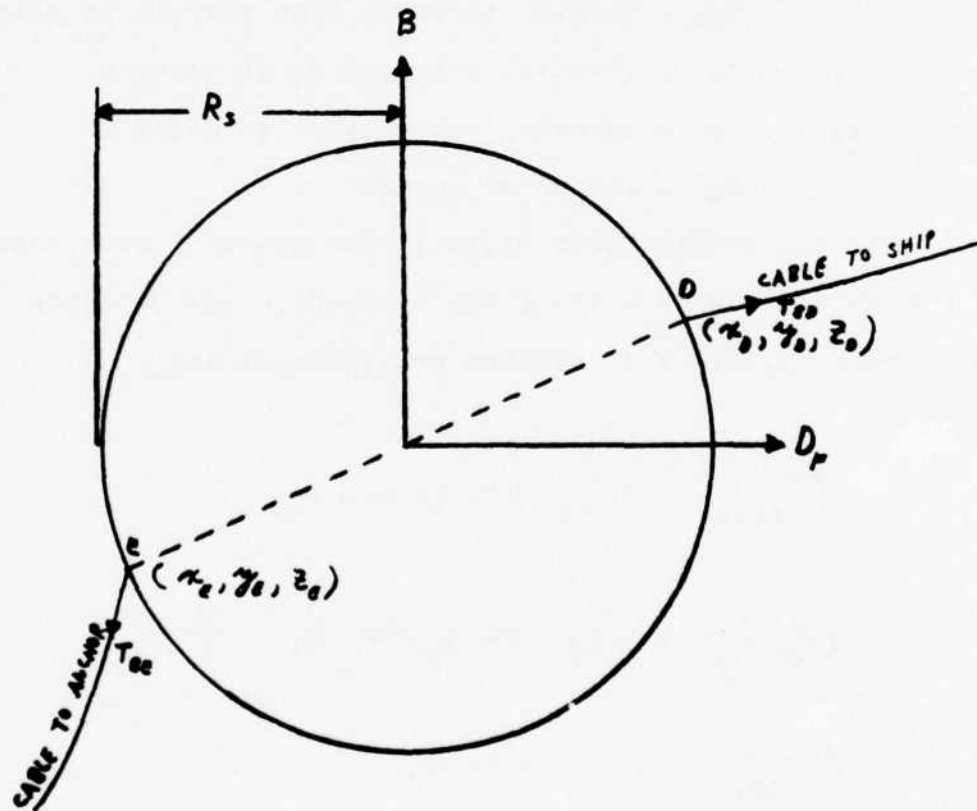


Figure 7. Free Body Diagram of Subsurface Buoy

where

B = net buoyancy of buoy (buoy displacement minus air weight of buoy)

D_F = drag (assumed to be in the horizontal plane, i.e., no vertical currents exist)

T_{BE} = tension on cable from anchor at point E

T_{BD} = tension on cable from surface at point D

x_D, y_D, z_D = inertial coordinates of point D

x_E, y_E, z_E = inertial coordinates of point E

R_s = radius of sphere

The tension components in the inertial coordinate system at point E are given by Griffin and Radochia (3) in the x, y, and z directions respectively as:

$$(T_{BE})_x = -T_{BE} \sin \theta_{BE} \cos \phi_{BE} \quad (6a)$$

$$(T_{BE})_y = T_{BE} \cos \theta_{BE} \cos \phi_{BE} \quad (6b)$$

$$(T_{BE})_z = T_{BE} \sin \phi_{BE} \quad (6c)$$

where θ_{BE} and ϕ_{BE} are the horizontal and vertical angles respectively of the cable at point E described earlier in figures 2 through 6. These are considered to be measured positive counterclockwise from the y axis and positive

upwards from the x-y plane respectively. (This will be true whenever the symbols θ and ϕ are used at any point.) The tension magnitude T_{EC} and the angles θ_{EC} and ϕ_{EC} are already known from the solution of the cable equations at point E.

The tension components at point D may be given by:

$$(T_{SD})_x = -T_{SD} \sin \theta_{SD} \cos \phi_{SD} \quad (7a)$$

$$(T_{SD})_y = T_{SD} \cos \theta_{SD} \cos \phi_{SD} \quad (7b)$$

$$(T_{SD})_z = T_{SD} \sin \phi_{SD} \quad (7c)$$

where θ_{SD} and ϕ_{SD} are the horizontal and vertical angles respectively of the cable at point D. The tension magnitude T_{SD} and the angles θ_{SD} and ϕ_{SD} are three of the unknowns in this problem.

The buoyancy force, B, will always be acting vertically upwards; thus, its only component is in the z direction.

The drag, D_T , will be assumed to be acting in the horizontal plane. This is a consequence of the assumption

that the current velocity vector at any depth is contained in a horizontal plane, that is, $w = \dot{\phi} = 0$. Furthermore, the current velocity attenuation with depth is insignificant and can be assumed to be non-existent across the sphere. Thus, the current magnitude is given as v_c and its direction as θ_c , where θ_c is measured positive counterclockwise from the inertial y axis. Berteaux (28) gives the drag force as:

$$D_F = \frac{1}{2} \rho_w c_D A v_c^2 \quad (8)$$

where ρ_w = mass density of sea water

c_D = coefficient of drag for the buoy

A = projected area of the buoy in the vertical plane

For a sphere,

$$A = \pi R_s^2 \quad (9)$$

Thus, the components of drag for the subsurface buoy are given as:

$$(D_F)_x = \frac{1}{2} \rho_w c_{Ds} (\pi R_s^2) (-v_c \sin \theta_c) (|-v_c \sin \theta_c|) \quad (10a)$$

$$(D_F)_y = \frac{1}{2} \rho_w c_{Ds} (\pi R_s^2) (v_c \cos \theta_c) (|v_c \cos \theta_c|) \quad (10b)$$

where c_{DS} is the coefficient of drag for a sphere at Reynolds Number Re , where Re is a function of the current velocity, buoy diameter, and the kinematic viscosity of seawater (ν) as follows:

$$Re = \frac{2 \nu_c R_s}{\nu} \quad (11)$$

Using the above expressions for the cable tension, drag, and gravitational force, three force equilibrium equations may be written to solve for the three unknown tension components. They are written, for the x, y, and z directions respectively, as:

$$-(T_{BE})_x + (D_F)_x - (T_{BD})(\sin \theta_{BD})(\cos \phi_{BD}) = 0 \quad (12a)$$

$$-(T_{BE})_y + (D_F)_y + (T_{BD})(\cos \theta_{BD})(\cos \phi_{BD}) = 0 \quad (12b)$$

$$-(T_{BE})_z + (B) + (T_{BD})(\sin \phi_{BD}) = 0 \quad (12c)$$

These equations are solved in Appendix B.1; their solution, from equations (B9), (B12), and (B13) in Appendix B, is as

follows:

$$\theta_{BD} = \tan^{-1} \left[\frac{AEX}{AEY} \right] \quad (13a)$$

$$\phi_{BD} = \tan^{-1} \left[\left(\frac{AEZ}{AEY} \right) (\cos \theta_{BD}) \right] \quad (13b)$$

$$T_{BD} = \left[\frac{AEZ}{\sin \phi_{BD}} \right] \quad (13c)$$

where

$$AEX = \left[-(T_{BE})_x + (D_F)_x \right] \quad (14a)$$

$$AEY = \left[(T_{BE})_y - (D_F)_y \right] \quad (14b)$$

$$AEZ = \left[(T_{BE})_z - (B) \right] \quad (14c)$$

2.2.2 Moment Equilibrium Equations

The moment equilibrium equations may be developed as follows. Let

$$\gamma_{OB} = \gamma_O - \gamma_E, \quad (15a)$$

$$\gamma_{OB} = \gamma_O - \gamma_E, \quad \text{and} \quad (15b)$$

$$z_{OB} = z_O - z_E. \quad (15c)$$

Then, the moments about point B may be written as:

$$(B)\left(\frac{\gamma_{OB}}{2}\right) + (T_{BO})_z (\gamma_{OB}) - (D_F)_y \left(\frac{z_{OB}}{2}\right) - (T_{BO})_y (z_{OB}) = 0 \quad (16a)$$

$$(D_F)_x \left(\frac{z_{OB}}{2}\right) + (T_{BO})_x (z_{OB}) - (B)\left(\frac{\gamma_{OB}}{2}\right) - (T_{BO})_z (\gamma_{OB}) = 0 \quad (16b)$$

$$(D_F)_y \left(\frac{\gamma_{OB}}{2}\right) + (T_{BO})_y (\gamma_{OB}) - (D_F)_x \left(\frac{z_{OB}}{2}\right) - (T_{BO})_x (z_{OB}) = 0 \quad (16c)$$

Since all the forces considered in the problem cut line \overline{ED} , equations (16) reduce from three to only two independent equations. A third independent equation, which states that line \overline{ED} passes through the center of the sphere, may be written from the physical geometry of the buoy:

$$(2R_s)^2 = (x_{DB})^2 + (y_{DB})^2 + (z_{DB})^2 \quad (17)$$

Their solution is given in Appendix B.2, where equations (16a), (16b), and (17) have been used as the three independent equations. From equations (B-21), the coordinates of point D are given as:

$$x_D = x_c + x_{DB} \quad (18a)$$

$$y_D = y_c + y_{DB} \quad (18b)$$

$$z_D = z_c + z_{DB} \quad (18c)$$

where, from equations (B20), (B19a), and (B19b):

$$z_{DB} = \frac{D_s}{\sqrt{\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_3}{c_1}\right)^2 + 1}} \quad (19a)$$

$$y_{DB} = \left(\frac{c_2}{c_1}\right)(z_{DB}) \quad (19b)$$

$$x_{DB} = \left(\frac{c_3}{c_1}\right)(z_{DB}) \quad (19c)$$

41.

The constants in the above expressions are defined from equations (B17) as follows:

$$C_1 = \left[\left(\frac{B}{2} \right) + (T_{80})_z \right] \quad (20a)$$

$$C_2 = \left[\frac{(D_F)_y}{2} + (T_{80})_y \right] \quad (20b)$$

$$C_3 = \left[\frac{(D_F)_x}{2} + (T_{80})_x \right] \quad (20c)$$

$$D_3 = (2)(R_3)$$

2.3 Iterative Solution for Finding Tension at Anchor

In order to start the integration of the cable equations, the boundary conditions at the anchor must be known. Since the tension and angles at the anchor depend on the final equilibrium configuration, an iterative technique is developed modifying the methods first described by Dominguez and Filmer (29) (which are based on Skop and O'Hara's (30) method of imaginary reactions) and later used by Griffin and Swepe (31).

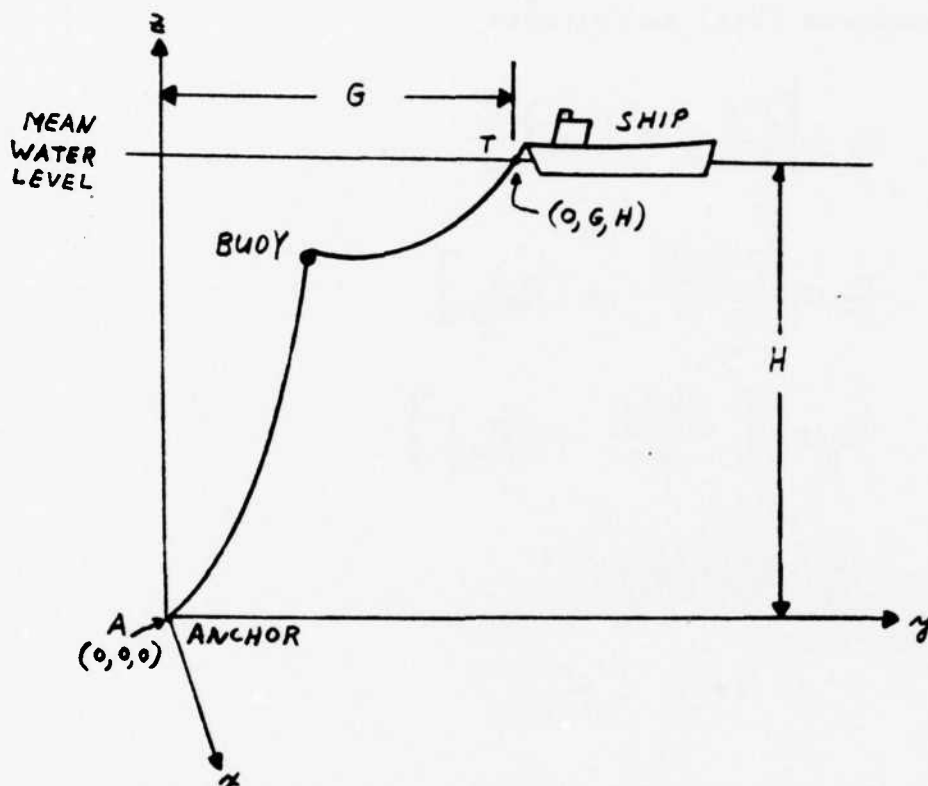


Figure 8. Inertial Coordinate System

It is seen from figure 8 that the anchor is located at $x = 0$, $y = 0$, and $z = 0$. The y axis is the horizontal projection of a straight line taken between the anchor and the first point of submergence into the water of the tether cable from the ship. The z axis is the vertical direction, and, of course, the x axis completes the right handed coordinate system. The first point of submergence into the water of the tether cable from the ship, T , is located at

$x = 0$ (due to the alignment of the y axis), $y = G$ (this will be specified), and $z = H$ (the water depth).

The procedure begins by assuming the tension vector at the anchor, \vec{T}_A , which includes a magnitude T_A and the two angles θ_A and ϕ_A . (The weight of the anchor is considered to be sufficient to prevent any movement of the anchor; that is, the anchor is assumed to be fixed.) Integration then takes place over the cable up to the first subsurface buoy (if there is one). Equilibrium requirements are satisfied here (see equations 12), and the integration continues along the cable up to the second subsurface buoy (if there is one). After equilibrium requirements again are satisfied, the integration proceeds along the tether to the ship. At the ship, the calculated values for the position of the ship are compared to the specified location of the ship on the surface. (The water depth is known and the position of the ship is specified relative to the anchor due to operational considerations.) These errors are then used in "correcting" the tension at the anchor. The process is repeated until the error reaches a suitably small value. (For the present study, a closure error of ten feet was used at the ship.) This process is described in detail as follows:

$$\Delta x_A = \frac{\delta_A}{\sqrt{E_A}} (0 - x_A) \quad (21a)$$

$$\Delta y_A = \frac{\delta_A}{\sqrt{E_A}} (G - y_A) \quad (21b)$$

$$\Delta z_A = \frac{\delta_A}{\sqrt{E_A}} (H - z_A) \quad (21c)$$

where x_A , y_A , and z_A are the calculated values for the position of the ship, and

$$E_A = (0 - x_A)^2 + (G - y_A)^2 + (H - z_A)^2 \quad (22)$$

Let δ_A be some positive number which is reduced at certain iterations so that each iteration produces a smaller closure error, until the value of E_A is less than some pre-specified value ϵ . Initially, the value of δ_A is taken to be equal to 3000 if there are no buoys in the system, the excess buoyancy of the buoy if there is one buoy, and the sum of the excess buoyancies of the buoys if there are two buoys. E_A is initially assumed to be ten times the initial value of δ_A . One can choose to reduce δ_A by a factor of two. (Convergence for this method has been indicated by

Dominguez and Filmer (29) and Griffin and Swope (31).)

The tension at the anchor is corrected as follows:

Let the new tension be given by

$$T_{AN} = \sqrt{(T_{AN})_x^2 + (T_{AN})_y^2 + (T_{AN})_z^2} \quad (23)$$

where

$$(T_{AN})_x = (T_A)_x + \Delta x_A \quad (24a)$$

$$(T_{AN})_y = (T_A)_y + \Delta y_A \quad (24b)$$

$$(T_{AN})_z = (T_A)_z + \Delta z_A \quad (24c)$$

and, using equation (6),

$$(T_A)_x = -(T_A)(\sin \theta_A)(\cos \phi_A) \quad (25a)$$

$$(T_A)_y = (T_A)(\cos \theta_A)(\cos \phi_A) \quad (25b)$$

$$(T_A)_z = (T_A)(\sin \phi_A) \quad (25c)$$

\vec{T}_{AN} may be broken up into a magnitude and two angles as follows:

$$T_{AN} = \sqrt{(T_{AN})_x^2 + (T_{AN})_y^2 + (T_{AN})_z^2} \quad (26a)$$

$$\phi_{AN} = \tan^{-1} \left[\frac{(T_{AN})_z}{\sqrt{(T_{AN})_x^2 + (T_{AN})_y^2}} \right] \quad (26b)$$

$$\theta_{AN} = \tan^{-1} \left[\frac{-(T_{AN})_x}{(T_{AN})_y} \right] \quad (26c)$$

where T_{AN} , ϕ_{AN} , and θ_{AN} are the "improved" tension and angles.

At the N 'th iteration, E_{AN} is compared with E_{AN-1} . If $E_{AN-1} < E_{AN}$ the value of δ_A is reduced (by half here), and \vec{T}_N is computed from \vec{T}_{N-1} using the new value of δ_A .

The above process was the sole criterion for Dominguez and Filmer (29) and Griffin and Swepe (31) for the reduction of δ_A . It was decided, however, that if a larger error could be predicted in advance, then convergence would be faster. The basic idea of this is to prevent an "over-correction" of the tension at the anchor; that is, if the N 'th iteration produced an error significantly smaller than the $(N-1)$ 'th iteration, then δ_A should be reduced on the N 'th

iteration. Otherwise, too large a correction would be applied at the anchor, resulting in a larger error on the (N+1)'th iteration than on the N'th iteration. This is accomplished by using the following scheme: Let

$$ERRR = \frac{(E_A)_{N-1}}{(E_A)_N} \quad (27)$$

where $(E_A)_{N-1}$ and $(E_A)_N$ are the errors of the (N-1)'th and N'th iterations respectively. If ERRR is greater than two, then \mathcal{J}_A will be reduced in the following manner:

$$(\mathcal{J}_A)_N = \left(\frac{1}{2}\right) (\mathcal{J}_A)_{N-1} \quad (28)$$

and $\overrightarrow{T_{AN}}$ is recomputed using $\overrightarrow{T_{AN-1}}$ and the new value of \mathcal{J}_{AN} . One problem was encountered, however, using this second method: \mathcal{J}_A was sometimes reduced too quickly so that the error was unable to reach a suitably small value. (\mathcal{J}_A was reduced too much, resulting in the tension corrections ($\Delta x, \Delta y$, and Δz of equation (21)) becoming too small.) Thus, while the first method for reducing \mathcal{J}_A is implemented always, this second process is used only when the error is greater than 500 feet; that is, when the ship is calculated to be more than 500 feet from its specified location.

III. DYNAMIC MODEL

3.1 Cable Equations of Motion for a Lumped-Mass System

Many methods are available for analyzing the motions of a cable. The cable may be regarded as a continuum, a series of finite segments, or a series of lumped-mass (concentrated) elements. Both the finite element method and the methods that assume the cable to be continuous are numerical techniques that usually require a great amount of computer time. The lumped-mass method employed in this study to analyze the unsteady motions of a cable is Patton's⁽⁹⁾, who states that "a lumped mass analysis can offer significant savings in computational time at the expense of simulation accuracy. In general, the lumped-mass analysis will truncate the high-frequency response of the system. However, for many engineering applications, the high-frequency, low-amplitude response is not of interest, and the cable can be represented as a small number of lumped masses." A similar approach was also taken by Griffin⁽⁶⁾ in his model of a cable towed-body system.

The lumped mass models of Patton⁽⁹⁾ and Griffin⁽⁶⁾ assume that a uniform cable of length L can be broken up into n unstretched segments of length ΔL_n . Figures 9, 10, and 11 show these models for the no buoy, one buoy, and two buoy systems respectively used in this study.

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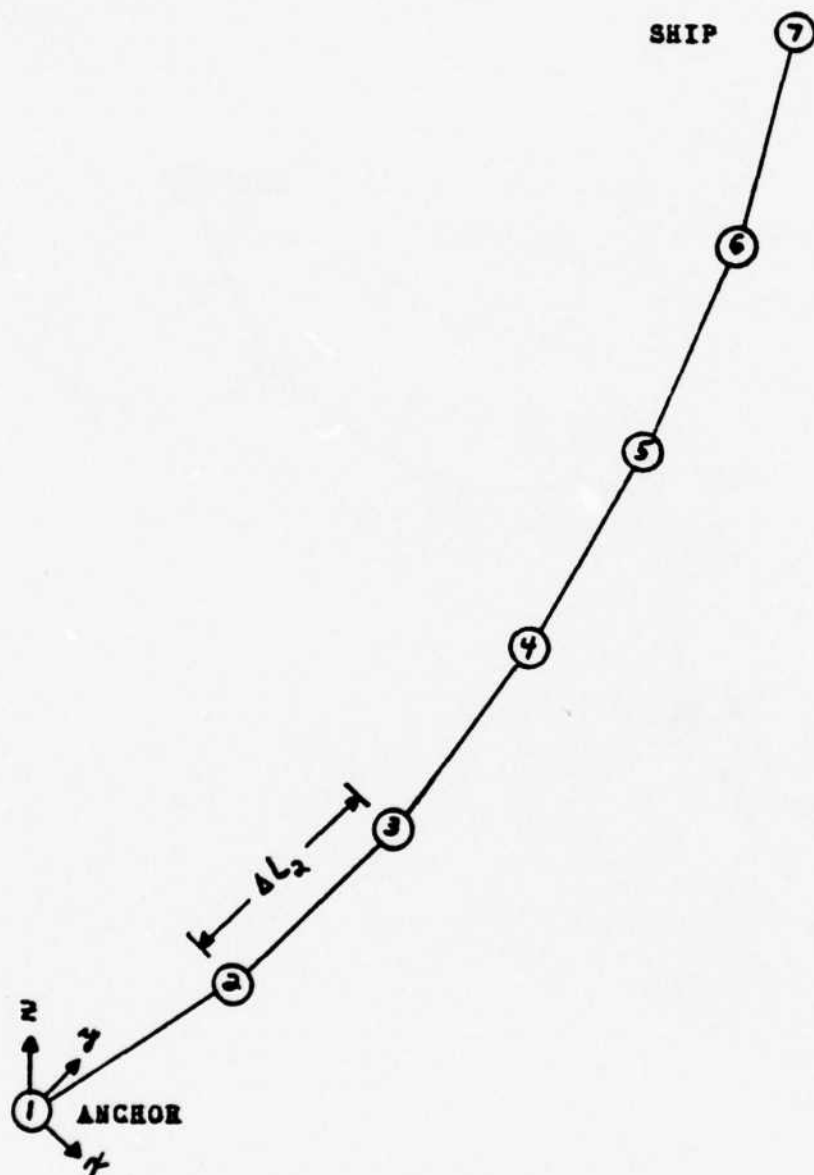


Figure 9. Lumped-Mass Cable Elements With No Buoys

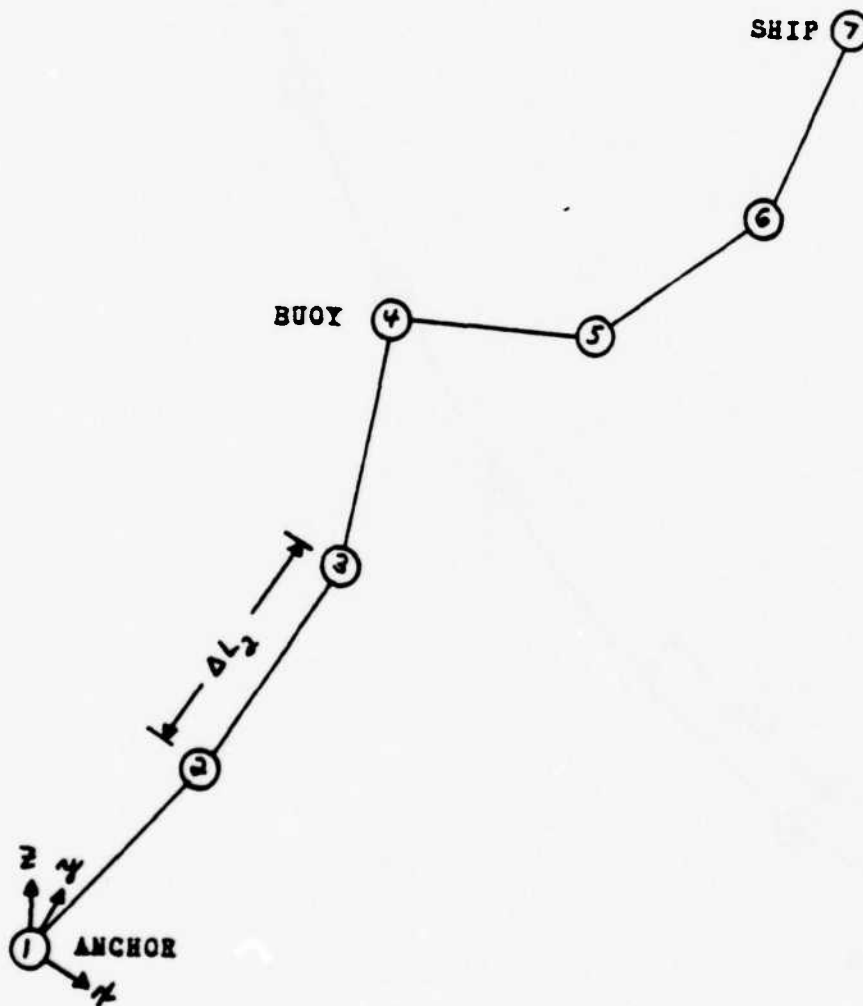


Figure 10. Lumped-Mass Cable Elements With One Buoy

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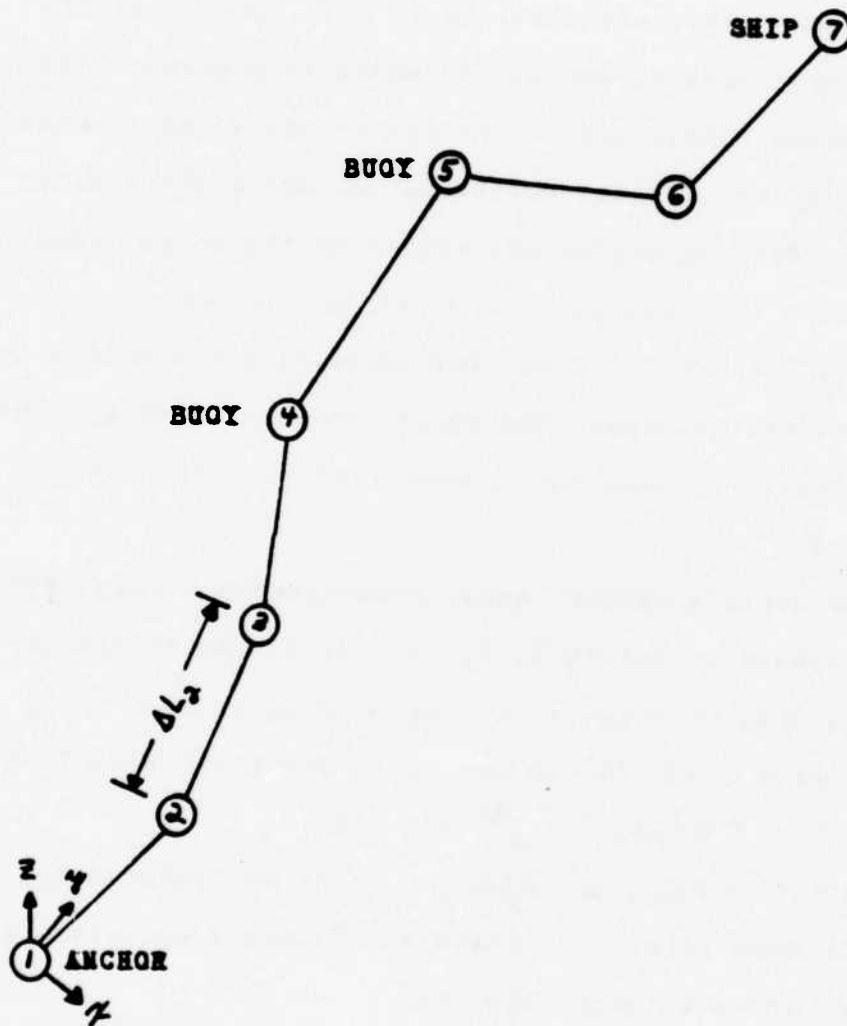


Figure 11. Lumped-Mass Cable Elements With Two Buoys

For the purposes of this study, the system is assumed to be divided up into six segments ($n = 6$), which results in seven lumped mass elements. As shown in figures 9, 10, and 11, element number one is the anchor and element number 7 is the ship. The forces acting on the cable are assumed to have no effect on either the anchor or the ship. That is, the anchor has neither accelerations nor velocities, and the ship has accelerations and velocities due solely to its wave induced motions. (The ship's motions, when attached to the system, are taken to be identical to those when it is unattached.)

If the cable's weight, mass, hydrodynamic forces, etc., are concentrated at points 2, 3, ..., 5, 6, (which are located $\Delta L_1, \Delta L_1 + \Delta L_2, \dots, \Delta L_1 + \Delta L_2 + \dots + \Delta L_5$ from the anchor), all forces acting on the cable span from $(\Delta L_1 + \Delta L_2 + \dots + \Delta L_{n-2} + \frac{\Delta L_{n-1}}{2})$ to $(\Delta L_1 + \Delta L_2 + \dots + \Delta L_{n-1} + \frac{\Delta L_n}{2})$ will be concentrated at the n 'th mass point. Cristescu's (32) cable equations are written for the n 'th mass point as:

$$\left(\frac{\mu_n(a_0) \Delta L_n}{2} + \frac{\mu_{n-1}(a_0) \Delta L_{n-1}}{2} \right) \frac{d^2 \mu_n}{dt^2} =$$

$$\left(\frac{\bar{X}_n \Delta L_n}{2} + \frac{\bar{X}_{n-1} \Delta L_{n-1}}{2} \right) + (\bar{T}_n \cdot \hat{i} - \bar{T}_{n-1} \cdot \hat{i}) \quad (29a)$$

$$\left(\frac{\mu_n(a_0) \Delta L_n}{2} + \frac{\mu_{n-1}(a_0) \Delta L_{n-1}}{2} \right) \frac{d^2 y_n}{dt^2} =$$

$$\left(\frac{\bar{Y}_n \Delta L_n}{2} + \frac{\bar{Y}_{n-1} \Delta L_{n-1}}{2} \right) + (\bar{T}_n \cdot \hat{j} - \bar{T}_{n-1} \cdot \hat{j}) \quad (29b)$$

$$\left(\frac{\mu_n(a_0) \Delta L_n}{2} + \frac{\mu_{n-1}(a_0) \Delta L_{n-1}}{2} \right) \frac{d^2 z}{dt^2} =$$

$$\left(\frac{\bar{Z}_n \Delta L_n}{2} + \frac{\bar{Z}_{n-1} \Delta L_{n-1}}{2} \right) + (\bar{T}_n \cdot \hat{k} - \bar{T}_{n-1} \cdot \hat{k}) \quad (29c)$$

where

$\mu_n(z_0)$ = the mass (structural) per unit length of the n'th cable segment

x_n, y_n, z_n = the inertial coordinates of the n'th mass point

t = time

$\bar{X}_n, \bar{Y}_n, \bar{Z}_n$ = the force components (weight, drag, and added mass forces) per unit length of the n'th cable segment

\vec{T}_n = the cable tension vector of the n'th cable segment

$\hat{i}, \hat{j}, \hat{k}$ = unit vector components

To compute forces acting on each mass element, the cable angles θ and ϕ for each element must be defined. From the geometry between the successive mass elements, we see that:

$$\theta_n = \tan^{-1} \left(\frac{-(x_{n+1} - x_n)}{(y_{n+1} - y_n)} \right) \quad (30a)$$

$$\phi_n = \tan^{-1} \left(\frac{(z_{n+1} - z_n)}{\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2}} \right) \quad (30b)$$

The stretched length between any two mass elements is computed as equal to:

$$\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2} \quad (30c)$$

Figure 12 shows the convention used for the subscripts:

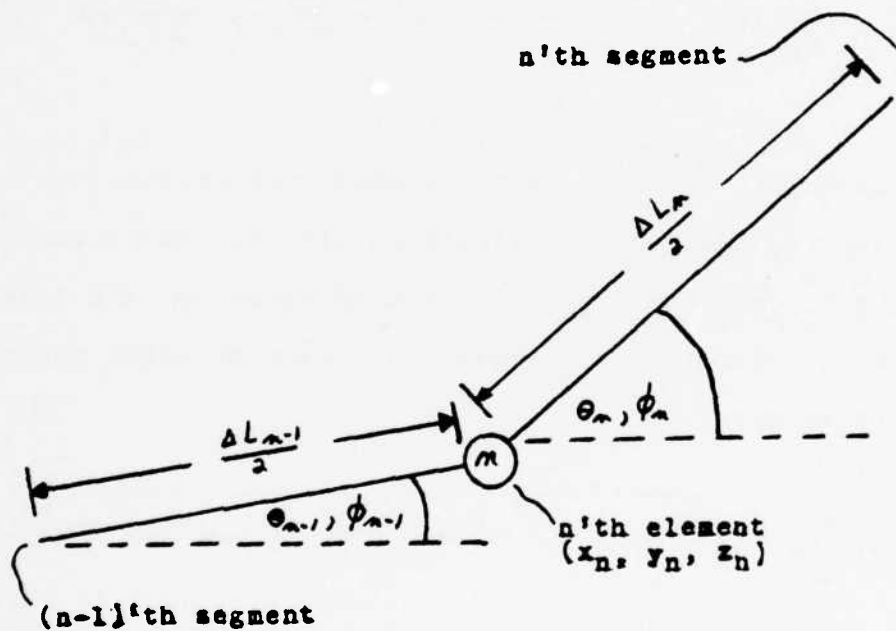


Figure 12. Subscript Convention for Lumped Mass Angles

To compute tensions between elements, the elastic properties of the cable and the cable deformation are used. That is, if the effective cable modulus is E_c and the cable element deformation is δ , then, using Hooke's Law (24), the spring constant along the cable is:

$$K_{y_n} = \frac{F_m}{\delta_m} = \frac{\left(\frac{\pi d_{sm}^2}{4}\right)(\sigma_m)}{\delta_m} = \left(\frac{\pi d_{sm}^2}{4}\right)\left(\frac{E_{cm}}{\Delta L_m}\right) \quad (31)$$

Assuming the cable cannot support compression, it must be specified that if the difference between the stretched and the unstretched length is zero or negative, the tension is zero. Otherwise, the tension in the n'th cable segment is defined by:

$$T_{y_n} = K_{y_n} \left(\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2} - \Delta L_n \right) \quad (32)$$

The tension in the inertial coordinate system is, from equation (6):

$$T_m = \begin{bmatrix} -T_{ym}'' \sin \theta_m \cos \phi_m \\ T_{ym}'' \cos \theta_m \cos \phi_m \\ T_{ym}'' \sin \phi_m \end{bmatrix} \quad (33)$$

The inertial tension components are used to compute the tension difference across the mass element given in equation (29).

Each of the forces $\bar{X}_N \Delta L_N$, $\bar{Y}_N \Delta L_N$, and $\bar{Z}_N \Delta L_N$ acting on each mass element consists of weight, viscous drag, and added mass forces. The weight force vector per unit length is, in the inertial coordinate system:

$$W_c = \begin{bmatrix} 0 \\ 0 \\ -w_c \end{bmatrix} \quad (34)$$

where w_c is, as before, the in-water weight per unit length of the cable.

The components of the ocean currents that exist are given as

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$$\begin{bmatrix} u \\ v \\ 0 \end{bmatrix} \quad (35)$$

and the velocity components of the n'th element are

$$\begin{bmatrix} \dot{x}_n \\ \dot{y}_n \\ \dot{z}_n \end{bmatrix} \quad (36)$$

then the resultant velocity of the water relative to the cable components are:

$$\begin{bmatrix} U_{rn} \\ V_{rn} \\ W_{rn} \end{bmatrix} = \begin{bmatrix} u - \dot{x}_n \\ v - \dot{y}_n \\ 0 - \dot{z}_n \end{bmatrix} \quad (37)$$

For the purpose of calculating the cable drag and added mass forces, previous studies (6, 9) have used mean cable angles at the n'th element, defined to be:

$$\bar{\theta}_n = \frac{1}{2} (\theta_n + \theta_{n-1}) \quad (38a)$$

$$\bar{\phi}_n = \frac{1}{2} (\phi_n + \phi_{n-1}) \quad (38b)$$

Figure 13 shows such angles.

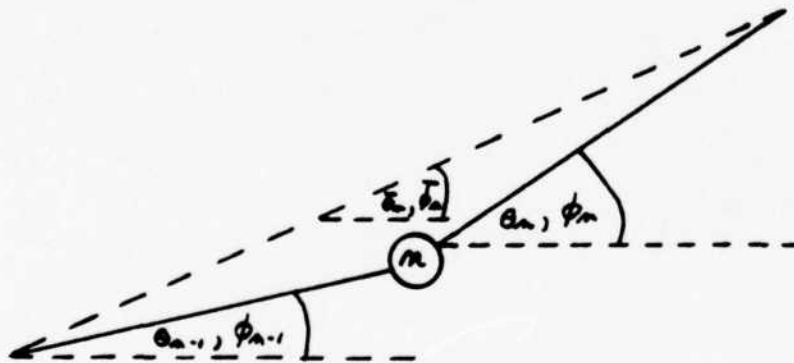


Figure 13. Mean Cable Angles

In using these mean cable angles, it was inherently assumed that the angles θ_{n-1} , θ_n , ϕ_{n-1} , and ϕ_n all lie in the same quadrant of a rectangular Cartesian coordinate system. After examining the preliminary results of the steady state model, however, it was seen that this was not often the case with the present study. Figure 14 shows one such configuration:

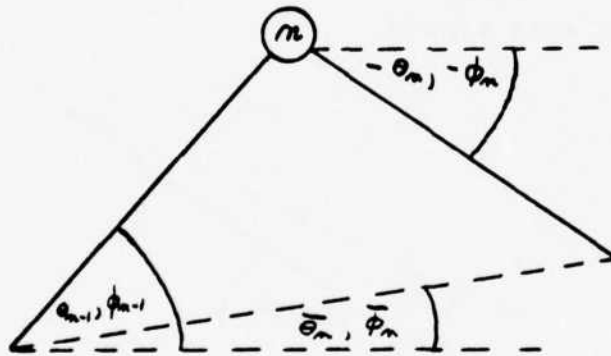


Figure 14. Possible Mean Cable Angles

It is obvious from figure 14 that the mean cable angles computed from equations (38) would yield erroneous results; thus they will not be employed. Rather, the forces considered to be acting at element n will be the summation of those acting on half of the $(n-1)$ 'th segment and half of the n 'th segment.

The velocity components of the water relative to the cable, using equation (2), are transformed to cable coordinates to yield:

$$U_{R_n} = (\mu - \dot{x}_n)(\cos \theta_n) + (v - \dot{y}_n)(\sin \theta_n) \quad (39a)$$

$$V_{R_n} = -(\mu - \dot{x}_n)(\sin \theta_n \cos \phi_n) + (v - \dot{y}_n)(\cos \theta_n \cos \phi_n) + (-\dot{z}_n)(\sin \phi_n) \quad (39b)$$

$$W_{R_n} = (\mu - \dot{x}_n)(\sin \theta_n \sin \phi_n) - (v - \dot{y}_n)(\cos \theta_n \sin \phi_n) + (-\dot{z}_n)(\cos \phi_n) \quad (39c)$$

The drag force components per unit length are, in cable coordinates:

$$D_{x''m} = \frac{1}{2} \rho_w d_m c_{DN} U_{R''m} |U_{R''m}| \quad (40a)$$

$$D_{y''m} = \frac{1}{2} \rho_w \pi d_m c_{DT} V_{R''m} |V_{R''m}| \quad (40b)$$

$$D_{z''m} = \frac{1}{2} \rho_w d_m c_{DN} W_{R''m} |W_{R''m}| \quad (40c)$$

The drag forces per unit length are then transformed back to inertial coordinates so that they will be consistent with the coordinate system used in the expressions for the other forces.

Lumping the added mass terms with the structural mass terms and transforming from cable coordinates to inertial coordinates yields the added mass matrix:

$$\begin{bmatrix} m_{Lx''m} \cos \theta_m - m_{Ly''m} \sin \theta_m \cos \phi_m + m_{Lz''m} \sin \theta_m \sin \phi_m \\ m_{Lx''m} \sin \theta_m + m_{Ly''m} \cos \theta_m \cos \phi_m - m_{Lz''m} \cos \theta_m \sin \phi_m \\ m_{Ly''m} \sin \phi_m + m_{Lz''m} \cos \phi_m \end{bmatrix} \quad (41)$$

Patton (33) gives the added mass per unit length for very long cylinders as:

$$m_{L\ddot{x}_n} = \pi \rho_w \left(\frac{d_n}{2}\right)^2 \quad (42a)$$

$$m_{L\ddot{y}_n} = 0 \quad (42b)$$

$$m_{L\ddot{z}_n} = \pi \rho_w \left(\frac{d_n}{2}\right)^2 \quad (42c)$$

Then the different terms of the cable equations for the n'th element are as follows.

The mass and added mass terms:

$$\begin{aligned} & \left\{ \left[\mu_n(L_0) + m_{L\ddot{x}_n} \cos \theta_n - m_{L\ddot{y}_n} \sin \theta_n \cos \phi_n \right. \right. \\ & + \left. m_{L\ddot{z}_n} \sin \theta_n \sin \phi_n \right] \frac{\Delta L_n}{2} + \left[\mu_{n-1}(L_0) \right. \\ & + \left. m_{L\ddot{x}_{n-1}} \cos \theta_{n-1} - m_{L\ddot{y}_{n-1}} \sin \theta_{n-1} \cos \phi_{n-1} \right. \\ & + \left. m_{L\ddot{z}_{n-1}} \sin \theta_{n-1} \sin \phi_{n-1} \right] \frac{\Delta L_{n-1}}{2} \Big\} \frac{d^2 x_n}{dt^2} \quad (43a) \end{aligned}$$

$$\begin{aligned}
& \left\{ \left[\mu_n(s_0) + m_{Lz_n''} \sin \theta_n + m_{Ly_n''} \cos \theta_n \cos \phi_n \right. \right. \\
& \quad \left. \left. - m_{Lz_n''} \cos \theta_n \sin \phi_n \right] \frac{\Delta L_n}{2} + \left[\mu_{n-1}(s_0) \right. \right. \\
& \quad \left. \left. + m_{Lz_{n-1}''} \sin \theta_{n-1} + m_{Ly_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1} \right. \right. \\
& \quad \left. \left. - m_{Lz_{n-1}''} \cos \theta_{n-1} \sin \phi_{n-1} \right] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 y_n}{dt^2} \quad (43b)
\end{aligned}$$

$$\begin{aligned}
& \left\{ \left[\mu_n(s_0) + m_{Lz_n''} \sin \phi_n \right. \right. \\
& \quad \left. \left. + m_{Lz_n''} \cos \phi_n \right] \frac{\Delta L_n}{2} + \left[\mu_{n-1}(s_0) \right. \right. \\
& \quad \left. \left. + m_{Lz_{n-1}''} \sin \phi_{n-1} \right. \right. \\
& \quad \left. \left. + m_{Lz_{n-1}''} \cos \phi_{n-1} \right] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 z_n}{dt^2} \quad (43c)
\end{aligned}$$

the weight terms:

$$\begin{aligned}
& 0 \quad (44a) \\
& 0 \quad (44b) \\
& -W_c \quad (44c)
\end{aligned}$$

the drag terms (after using equation (3) for the transformation from cable to inertial coordinates):

$$\begin{aligned}
 & [D_{x_m}'' \cos \theta_m - D_{y_m}'' \sin \theta_m \cos \phi_m \\
 & + D_{z_m}'' \sin \theta_m \sin \phi_m] \frac{\Delta L_m}{2} + [D_{x_{m-1}}'' \cos \theta_{m-1} \\
 & - D_{y_{m-1}}'' \sin \theta_{m-1} \cos \phi_{m-1} + D_{z_{m-1}}'' \sin \theta_{m-1} \sin \phi_{m-1}] \frac{\Delta L_{m-1}}{2}
 \end{aligned} \tag{45a}$$

$$\begin{aligned}
 & [D_{x_m}'' \sin \theta_m + D_{y_m}'' \cos \theta_m \cos \phi_m \\
 & - D_{z_m}'' \cos \theta_m \sin \phi_m] \frac{\Delta L_m}{2} + [D_{x_{m-1}}'' \sin \theta_{m-1} \\
 & + D_{y_{m-1}}'' \cos \theta_{m-1} \cos \phi_{m-1} - D_{z_{m-1}}'' \cos \theta_{m-1} \sin \phi_{m-1}] \frac{\Delta L_{m-1}}{2}
 \end{aligned} \tag{45b}$$

$$\begin{aligned}
 & [D_{y_m}'' \sin \phi_m + D_{z_m}'' \cos \phi_m] \frac{\Delta L_m}{2} \\
 & + [D_{y_{m-1}}'' \sin \phi_{m-1} + D_{z_{m-1}}'' \cos \phi_{m-1}] \frac{\Delta L_{m-1}}{2}
 \end{aligned} \tag{45c}$$

and the tension terms:

$$-T_{y_n}'' \sin \theta_n \cos \phi_n \quad (46a)$$

$$T_{y_n}'' \cos \theta_n \cos \phi_n \quad (46b)$$

$$T_{y_n}'' \sin \phi_n \quad (46c)$$

The cable equations, after substituting into (29), are then:

$$\begin{aligned} & \left\{ [\mu_n(s_0) + m_{Lx_n}'' \cos \theta_n - m_{Ly_n}'' \sin \theta_n \cos \phi_n \right. \\ & \left. + m_{Lz_n}'' \sin \theta_n \sin \phi_n] \frac{\Delta L_n}{2} + [\mu_{n-1}(s_0) \right. \\ & \left. + m_{Lx_{n-1}}'' \cos \theta_{n-1} - m_{Ly_{n-1}}'' \sin \theta_{n-1} \cos \phi_{n-1} \right. \\ & \left. + m_{Lz_{n-1}}'' \sin \theta_{n-1} \sin \phi_{n-1}] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 x_n}{dt^2} = \\ & \left[(D_{x_n}'' \cos \theta_n - D_{y_n}'' \sin \theta_n \cos \phi_n \right. \\ & \left. + D_{z_n}'' \sin \theta_n \sin \phi_n) \frac{\Delta L_n}{2} + (D_{x_{n-1}}'' \cos \theta_{n-1} \right. \\ & \left. - D_{y_{n-1}}'' \sin \theta_{n-1} \cos \phi_{n-1} + D_{z_{n-1}}'' \sin \theta_{n-1} \sin \phi_{n-1}) \frac{\Delta L_{n-1}}{2} \right] \\ & + (-T_{y_n}'' \sin \theta_n \cos \phi_n + T_{y_{n-1}}'' \sin \theta_{n-1} \cos \phi_{n-1}) \quad (47a) \end{aligned}$$

$$\begin{aligned}
& \left\{ \left[\mu_n(\alpha_0) + m_{Lx_n''} \sin \theta_n + m_{Ly_n''} \cos \theta_n \cos \phi_n \right. \right. \\
& \quad \left. \left. - m_{Lz_n''} \cos \theta_n \sin \phi_n \right] \frac{\Delta L_n}{2} + \left[\mu_{n-1}(\alpha_0) \right. \right. \\
& \quad \left. \left. + m_{Lx_{n-1}''} \sin \theta_{n-1} + m_{Ly_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1} \right. \right. \\
& \quad \left. \left. - m_{Lz_{n-1}''} \cos \theta_{n-1} \sin \phi_{n-1} \right] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 x_n}{dt^2} = \\
& \left[(D_{x_n''} \sin \theta_n + D_{y_n''} \cos \theta_n \cos \phi_n \right. \\
& \quad \left. - D_{z_n''} \cos \theta_n \sin \phi_n) \frac{\Delta L_n}{2} + (D_{x_{n-1}''} \sin \theta_{n-1} \right. \\
& \quad \left. + D_{y_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1} - D_{z_{n-1}''} \cos \theta_{n-1} \sin \phi_{n-1}) \frac{\Delta L_{n-1}}{2} \right] \\
& + (T_{y_n''} \cos \theta_n \cos \phi_n - T_{y_{n-1}''} \cos \theta_{n-1} \cos \phi_{n-1}) \quad (47b)
\end{aligned}$$

$$\begin{aligned}
& \left\{ \left[\mu_n(\alpha_0) + m_{Lx_n''} \sin \phi_n + m_{Lz_n''} \cos \phi_n \right] \frac{\Delta L_n}{2} \right. \\
& \quad \left. + \left[\mu_{n-1}(\alpha_0) + m_{Lx_{n-1}''} \sin \phi_{n-1} + m_{Lz_{n-1}''} \cos \phi_{n-1} \right] \frac{\Delta L_{n-1}}{2} \right\} \frac{d^2 z_n}{dt^2} = \\
& \left[-(\omega_c) \left(\frac{\Delta L_n}{2} \right) + -(\omega_c) \left(\frac{\Delta L_{n-1}}{2} \right) \right] + \left[(D_{y_n''} \sin \phi_n + D_{z_n''} \cos \phi_n) \frac{\Delta L_n}{2} \right. \\
& \quad \left. + (D_{y_{n-1}''} \sin \phi_{n-1} + D_{z_{n-1}''} \cos \phi_{n-1}) \frac{\Delta L_{n-1}}{2} \right] \\
& + (T_{y_n''} \sin \phi_n - T_{y_{n-1}''} \sin \phi_{n-1}) \quad (47c)
\end{aligned}$$

The auxiliary relations are:

$$\theta_n = \tan^{-1} \left[\frac{-(x_{n+1} - x_n)}{(y_{n+1} - y_n)} \right] \quad (48a)$$

$$\phi_n = \tan^{-1} \left[\frac{(z_{n+1} - z_n)}{\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2}} \right] \quad (48b)$$

$$T_{y_n''} = K_{y_n'} \left(\sqrt{(x_{n+1} - x_n)^2 + (y_{n+1} - y_n)^2 + (z_{n+1} - z_n)^2} - \Delta L_n \right) \quad (48c)$$

$$K_{y_n''} = \left(\frac{\pi d_{sm}^2}{4} \right) \left(\frac{E_{cm}}{\Delta L_n} \right) \quad (48d)$$

3.2 Subsurface Buoy Dynamics

The forces acting on the subsurface buoy are

- a. an external gravitational force,
- b. hydrostatic forces,
- c. hydrodynamic forces (drag and added mass), and
- d. cable tensions

Using Newton's Second Law, (34) the equations of motion for the subsurface buoy can be developed. In matrix form, the equations of motion are:

$$M \ddot{Q} = M G - B - H - T \quad (49a)$$

or

$$M \ddot{Q} = W - H - T \quad (49b)$$

where

M = the structural mass matrix

\ddot{Q} = the acceleration vector

G = the gravitational vector

B = the hydrostatic force vector

H = the hydrodynamic force vector

T = the cable tension vector

W = the body weight in water vector

The structural mass matrix can be written as:

$$M = \begin{bmatrix} m & 0 & 0 \\ 0 & m & 0 \\ 0 & 0 & m \end{bmatrix} \quad (50)$$

where m is the mass of the buoy.

The acceleration vector is:

$$\ddot{Q} = \begin{bmatrix} \ddot{x}_c \\ \ddot{y}_c \\ \ddot{z}_c \end{bmatrix} \quad (51)$$

where x_c , y_c , and z_c are the x , y , and z coordinates of the center of the buoy.

The in water weight vector is:

$$W = \begin{bmatrix} 0 \\ 0 \\ -w_b \end{bmatrix} \quad (52)$$

(Note that $(-w_b)$ will be positive for a positively buoyant buoy.)

The tension vector is:

$$T = \begin{bmatrix} -T_s \sin \theta_s \cos \phi_s + T_R \sin \theta_R \cos \phi_R \\ T_s \cos \theta_s \cos \phi_s - T_R \cos \theta_R \cos \phi_R \\ T_s \sin \phi_s - T_R \sin \phi_R \end{bmatrix} \quad (53)$$

where T_s and T_R are the tension magnitudes of the cable segments above and below the buoy respectively (see equation (32)), and θ_s , ϕ_s , θ_R , and ϕ_R are the horizontal and vertical angles of these segments as defined in equation (30).

The hydrodynamic forces acting upon the buoy are caused by the motion of the body in the fluid. These forces are considered to be inertial (added mass) and dissipative. Dissipative forces caused by viscosity will be discussed as separate force components, as will the inertial forces caused by buoy motion.

The added mass matrix is established as follows, where the off-diagonal terms have been taken to be zero due to the

symmetry of the buoy:

$$M_h = \begin{bmatrix} m_{hx} & 0 & 0 \\ 0 & m_{hy} & 0 \\ 0 & 0 & m_{hz} \end{bmatrix} \quad (54)$$

Patton (33) gives the hydrodynamic mass for a sphere of radius R_s as:

$$m_{hx} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55a)$$

$$m_{hy} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55b)$$

$$m_{hz} = \frac{2}{3} \pi \rho_w (R_s)^2 \quad (55c)$$

The viscous force matrix may be given as:

$$D = \begin{bmatrix} D_{sx} \\ D_{sy} \\ D_{sz} \end{bmatrix} \quad (56)$$

or

$$\mathbb{D} = \begin{bmatrix} \frac{1}{2} \rho_w C_{Ds} (\pi R_s^2) (U_{RN}) (|U_{RN}|) \\ \frac{1}{2} \rho_w C_{Ds} (\pi R_s^2) (V_{RN}) (|V_{RN}|) \\ \frac{1}{2} \rho_w C_{Ds} (\pi R_s^2) (W_{RN}) (|W_{RN}|) \end{bmatrix} \quad (57)$$

Hydrodynamic forces are computed by considering water mass movements relative to the body. Assume that the buoy is deep enough so it is not influenced by surface waves and that the water mass movement is some steady flow resulting from steady ocean currents. Then the relative acceleration of the water mass surrounding the buoy is given in equation (51) as:

$$\ddot{\mathbf{Q}} = \begin{bmatrix} \ddot{x}_c \\ \ddot{y}_c \\ \ddot{z}_c \end{bmatrix} \quad (58)$$

The velocity vector of the body relative to the water mass is defined in equation (37) to be:

$$\dot{Q} = \begin{bmatrix} U_{RN} \\ V_{RN} \\ W_{RN} \end{bmatrix} \quad (59)$$

The equations of motion for the buoy can be summarized as:

$$M \ddot{Q} = W - H - T \quad (60)$$

Substituting for the hydrodynamic forces

$$H = M_h \ddot{Q} + D \quad (61)$$

yields

$$M \ddot{Q} = W - M_h \ddot{Q} - D - T \quad (62)$$

which simplifies to

$$(M + M_\ell) \ddot{Q} = W - D - T \quad (63)$$

with all the coefficients as previously discussed.

The inertial term becomes:

$$\begin{bmatrix} (m + m_{\ell x}) \ddot{x}_c \\ (m + m_{\ell y}) \ddot{y}_c \\ (m + m_{\ell z}) \ddot{z}_c \end{bmatrix} \quad (64)$$

The viscous force term is:

$$\begin{bmatrix} D_{\ell x} \\ D_{\ell y} \\ D_{\ell z} \end{bmatrix} \quad (65)$$

The weight term becomes:

$$\begin{bmatrix} 0 \\ 0 \\ -W_\ell \end{bmatrix} \quad (66)$$

The tension term is:

$$\begin{bmatrix} -T_s \sin \theta_s \cos \phi_s + T_R \sin \theta_R \cos \phi_R \\ T_s \cos \theta_s \cos \phi_s - T_R \cos \theta_R \cos \phi_R \\ T_s \sin \phi_s - T_R \sin \phi_R \end{bmatrix} \quad (67)$$

As was shown in figures 10 and 11, a buoy is located at the exact position of one of the cable mass elements. Thus, the equilibrium equations for the buoy will not be solved explicitly, but rather the inertial, viscous, and weight terms of equations (64), (65), and (66) respectively will be added to the inertial, viscous, and weight terms of the cable element of equations (43), (45), and (44) respectively for the appropriate lumped mass. This will give one set of equations for the element, with the forces acting on the cable and buoy lumped together for the solution.

3.3 Ship Motions

In order to determine the ship motions resulting from waves, M.I.T.'s five degrees of freedom seakeeping program (35) (surge neglected) was used. This program is based upon the theory developed by Salvesen,⁽³⁶⁾ and employs the section transformations used by Loukakis.⁽³⁷⁾ Appendix D gives a detailed description of the ship used in the present

study.

The ship positions are given in the inertial coordinate system centered at the anchor as follows:

$$x_7 = \sum_{i=0}^{100} S_{Lx_i} \sin(\omega_i t + \epsilon_{x_i}) \quad (68a)$$

$$y_7 = G \quad (68b)$$

$$z_7 = H + \sum_{i=0}^{100} S_{Lz_i} \sin(\omega_i t + \epsilon_{z_i}) \quad (68c)$$

where

S_{hx_1}, S_{hz_1} = amplitude of lateral and vertical motion of ship's point of attachment to cable

ω_1 = the wave frequency

$\epsilon_{x_1}, \epsilon_{z_1}$ = the phase angles

Velocities at the ship are found by differentiation of equations (68) with respect to time:

$$\dot{x}_7 = \sum_{i=0}^{100} S_{Lx_i} \omega_i \cos(\omega_i t + \epsilon_{x_i}) \quad (69a)$$

$$\dot{y}_7 = 0 \quad (69b)$$

$$\dot{z}_7 = \sum_{i=0}^{100} S_{Lz_i} \omega_i \cos(\omega_i t + \epsilon_{z_i}) \quad (69c)$$

Accelerations at the ship may be obtained by differentiating the velocities of equations (69) with respect to time:

$$\ddot{x}_7 = - \sum_{i=0}^{100} S_{Lx_i} \omega_i^2 \sin(\omega_i t + \epsilon_{x_i}) \quad (70a)$$

$$\ddot{y}_7 = 0 \quad (70b)$$

$$\ddot{z}_7 = - \sum_{i=0}^{100} S_{Lz_i} \omega_i^2 \sin(\omega_i t + \epsilon_{z_i}) \quad (70c)$$

In order to calculate S_{hx_1} , ϵ_{x_1} , S_{hz_1} , and ϵ_{z_1} , the following method was used:

First, the spectra of the vertical motion and lateral motion of the point of interest for each sea state examined was calculated and punched out on cards. These calculations

were performed at selected frequencies so as to have complete coverage of the spectrum of interest. The computations were performed by a modified version of M.I.T.'s seakeeping program. (35)

Second, each spectrum was transformed into a time series by selecting frequencies such that

$$\omega_i = a(i-1)^2 + \omega_{\min} \quad i = 1, 2, \dots, n, n+1$$

where

$$a = \frac{(\omega_{\max} - \omega_{\min})}{n^2}$$

n = number of subdivisions

ω_{\min} = minimum ω of spectrum definition

ω_{\max} = maximum ω of spectrum definition

Each element of the time series was of the form:

$$A_i = \sin(\omega_i t + \epsilon_{z_i})$$

where

$$A_i = \sqrt{(2 * \text{spectral ordinate}_{i+1} * (\omega_{i+1} - \omega_i))}$$

t = time

ϵ_{z1} = phase angle generated randomly

The complete time series was of the form:

$$\sum_{i=1}^{n+1} A_i \sin(\omega_i t + \epsilon_{zi})$$

Finally, the relation between ϵ_{x1} and ϵ_{z1} was determined using the regular wave results of the vertical and lateral motion.

Appendix F lists the values of ω_1 , S_{hx1} , ϵ_{x1} , S_{hz1} , and ϵ_{z1} for each of the ship headings. (Chapter 4 describes the three ship headings and the particular sea state used for the calculations made in this study.)

3.4 Numerical Solution of Equations for Lumped-Mass System

The lumped-mass system has been assumed to consist of seven lumped-masses. (The anchor is element number one; the ship is element number seven.) At each element, three non-linear second order differential equations may be written. This yields twenty one second order equations to describe the system.

In order to solve these equations, the fourth-order Runge-Kutta method (25) used in section 2.1 is again applied.

The inertial coordinates of each element in the steady state model are used as the initial conditions (time = 0) for the dynamic model. The anchor is always located at the origin of the coordinate system; velocities and accelerations at this point are thus always zero. The location, velocity, and acceleration of the ship are given by equations (68), (69), and (70) respectively. Locations, velocities, and accelerations of the other elements are calculated from equations (47), (48), (64), (65), and (66).

As noted by Patton, (9) the system's highest natural frequency is, in general, in the axial mode and along the strength member of the cable. An estimate of this value may be given by:

$$f_a = \frac{1}{2\pi} \sqrt{\left(\frac{2 E_c A_n}{\mu_n \Delta L_n} \right)} \quad (71)$$

where

$E_c A_n$ = the product of the strength member's effective elastic modulus and effective cross-sectional area (see figure 1),

μ_n = the cable's mass per unit length,

L_n = the unstretched length of cable between two successive mass elements.

After the highest natural frequency has been computed, the integration step size in the time domain should be approxi-

82.

mately 1/20 of the shortest period, i.e., to insure numerical stability:

$$b = 0.05 \left(\frac{1}{T_h} \right) \quad (72)$$

IV. RESULTS

Computations made through the implementation of the computer program described in this study may be used to design particular cable-buoy-ship systems. The system of interest here is subjected to certain operational constraints and design requirements, which are given below. This does not imply that the simulation is constrained, but rather, for this example, just certain physical parameters are constrained.

Some parameters of the system components, such as cable properties, are fixed because they had been previously specified in the original design of the entire system. Others, such as the current profile, are considered to represent the "worst case condition" for the operating area of interest. These invariant system parameters are presented in Table 1,* where the terms used are defined in section C.5 of Appendix C.

The following constraints on the behavior of the system modeled have been imposed:

* Tables 1-5 and figures 16-34 are presented at the end of this chapter.

- a. the steady state tension at the anchor must not exceed 1000 pounds,
- b. the maximum steady state tension at any point along the cable must not exceed 5000 pounds,
- c. the depth of the buoy or buoys must be minimized so that the buoys may be constructed out of inexpensive materials,
- d. the number of buoys used in the system must be minimized for greater ease in handling and reduced costs,
- e. the ship must be able to operate at horizontal ranges varying from 4000 feet to 12,000 feet from the anchor, and
- f. sufficient decoupling of the wave-induced motions of the ship from the cable must take place up to and including sea state four.

(Note the magnitude of the tension at the anchor is not checked for the dynamic case because element number one is too long, about 5500 feet in this case.)

It should be noted these constraints are not necessary for other moored systems. Suppose, for example, that the following process is employed for the cable-buoy-anchor deployment. The system is layed out in a line on the ocean surface, anchor first, with appropriate buoyancy added to the anchor to keep it afloat. After the entire system has been layed out, the extra buoyancy at the anchor is jettisoned, and the system is allowed to free-fall to the bottom. If the cable is very long and is negatively buoyant, then problems may be encountered while it is being deployed on

the surface if there is only one buoy. With one buoy, the system would assume a "W" shape. If more buoys were added, however, the deep catenaries would be minimized and the cable would assume more of a straight line configuration on or near the surface. Thus, for this type of system, requirement (d) would have to be modified.

Previous experience (38) has indicated that the bulk of the design of systems similar to the one being considered in the present study can be made primarily from detailed and numerous steady state calculations. After the system has been selected, however, its dynamic behavior must be checked. This plan has been followed here. Cases 1 to 11 are steady state simulations only; cases 12 to 14 are dynamic simulations. Table 2 summarizes which system parameters were varied for each case. (The terms used in table 2 are defined in section C.5 of Appendix C.) Figures 15 through 25 show three dimensional plots of the configurations of cases 1 to 11 respectively.

Cases 1 to 5 vary the horizontal distance between the anchor and the ship from 4000 feet to 12,000 feet. The significant results are presented in tables, 3, 4, and 5, where T , Θ , and ϕ are defined in section 2.1, and the coordinates x_B , y_B , and z_B and the subscripts BE and BD are defined in figure 7 of section 2.2.1. It can be seen that the highest

tension at the anchor, the maximum tension (which is always T_{Bg} of the first buoy), and the largest buoy depth all occur when the ship is 12,000 feet from the anchor (case 5).

Thus, since this appears to be a "worst case" condition, subsequent cases assume this value to be fixed.

Cases 6 to 8 examine the effects of varying the excess buoyancy of the single buoy configuration; cases 9 to 11 divide the one buoy into two buoys such that the sum of the excess buoyancies of the two buoys of cases 9, 10, and 11 is identical to that of the one buoy of cases 6, 7, and 8 respectively. Maximum tensions are acceptable for all the cases. The tension at the anchor is above the 1000 pound limit for cases 8 and 11. Comparable cases indicate that the anchor tension is slightly lower for the two buoy cases compared to the one buoy cases. The buoy depth for the second buoy (buoy closest to the ship) in cases 9 and 10 is deeper than that of the single buoy of cases 6 and 7 respectively. (Even if the lower buoy of cases 9 or 10 were moved up the cable, the second buoy would always be deeper than the one of cases 6 or 7 until it reached the second buoy, at which point cases 9 and 10 would reduce to cases 6 and 7 respectively.)

Thus, the only advantage of the two buoy configuration is a slight reduction of tension at the anchor. It was

decided by Brown and Griffin⁽³⁸⁾ that this benefit was not enough to justify adding complexity to the system, since there would be a second buoy. By increasing the cost of the buoys, there would not only be two of them, but also they would have to be constructed out of more expensive materials.

A choice then had to be made between the lower anchor tension of case 6 and the shallower buoy depth of case 7. Since the buoy of case 6 was over 500 feet deeper than that of case 7, and since the anchor tension of case 7 was in the acceptable range, case 7 was chosen as the optimal compromise system. This configuration satisfied the first five specifications mentioned earlier; the sixth and final requirement will now be checked.

The ship is assumed to be influenced by fully developed seas driven by 20 knot winds (significant wave height of 8 feet, sea state four), which is expected to be the worst conditions encountered during operations. (If conditions worsen, operations are ceased for this particular system.) Case 12 assumes beam seas, case 14 assumes head seas, and case 13 assumes a heading of 135° (bow quartering seas) in between cases 12 and 14.

Figures 26, 27, and 28 plot the lateral and vertical motions of the bow of the ship at the point of the cable attachment versus time for each case. Only a 50 second inter-

val of the 2000 second simulation is shown here. Figures 29, 30, and 31 show the tension in segment number one (the anchor) and the tension in segment number six (the ship) as functions of time for each case. (See figure 10 for a sketch of this system.) Figures 32, 33, and 34 plot the tension in segment number three (just below the buoy) and the tension in segment number four (just above the buoy) versus time for each case.

Figures 26, 27, and 28 compare the ship's response in lateral and vertical motions for the identical sea state for three different ship headings. It is seen that the ship is stimulated most in case 13 (heading halfway between beam and head seas). Thus, one would expect that the tensions encountered in the system would be worst for this case. (This assumption will now be checked.)

In examining figures 29, 30, and 31 it can be seen that the above assumption holds: case 13 does show the largest tension variations at the ship. Tensions at the anchor, however, are similar for cases 13 and 14. Therefore, case 14 must also be carefully looked at.

The purpose of this study is to decouple the cable motions of the section below the buoy from the wave-induced motions of the upper section. Figures 32, 33, and 34 can be used to see how effective this decoupling mechanism is. It

is clear from these plots that this system does indeed fulfill this requirement. While large variations are seen in segment number 4, much smaller variations in tension are seen in segment number 3. (The behavior of segment three is typical of those below the buoy; the behavior of segment four is typical of those above the buoy.)

TABLE

EAD = 2.309×10^6
EEG = 2.309×10^6
EGT = 2.309×10^6

WAD = 0.145
WEG = 0.145
WGT = 0.145

DAD = 1.950
DEG = 1.950
DGT = 1.950

DSAD = 0.622
DSEG = 0.622
DSGT = 0.622

CURRENT

H = 17,700

CX = 0.5

D = 300

CY = 0.3

CB = 0

THRC = 270

Table 1. Invariant System Parameters

CASE NO.	BUOY PARAMETERS					CABLE PARAMETERS			SHIP PARAMETERS	
	IBUOY	EA	PA	EB	PB	SAD	SEG	SGT	G	BETA
1	1	3100	26			16,700	6300		4000	
2	1	3100	26			16,700	6300		6000	
3	1	3100	26			16,700	6300		8000	
4	1	3100	26			16,700	6300		10,000	
5	1	3100	26			16,700	6300		12,000	
6	1	2700	26			16,700	6300		12,000	
7	1	3100	26			16,700	6300		12,000	
8	1	3500	26			16,700	6300		12,000	
9	2	1360	32	1360	26	8360	8340	6300	12,000	
10	2	1660	32	1660	26	8360	8340	6300	12,000	
11	2	1760	32	1760	26	8360	8340	6300	12,000	
12	1	3100	26			16,700	6300		12,000	90
13	1	3100	26			16,700	6300		12,000	136
14	1	3100	26			16,700	6300		12,000	180

Table 2. Variable System Parameters

CASE NO.	ANCHOR			FIRST BUOY					
	T	Θ	ϕ	T _{BE}	Θ_{BE}	ϕ_{BE}	T _{BD}	Θ_{BD}	ϕ_{BD}
1	361	-57.1	59.9	2739	-2.3	87.8	378	-0.9	-73.8
2	396	-42.9	55.9	2767	1.8	86.1	396	2.6	-62.0
3	469	-29.4	50.1	2796	3.3	84.1	429	3.8	-48.1
4	610	-18.5	44.4	2879	3.3	81.4	500	3.6	-30.5
5	914	-10.0	40.5	3091	2.4	77.0	700	2.6	- 7.2
6	586	-10.6	21.2	2687	3.6	78.3	549	3.8	- 7.2
7	914	-10.0	40.5	3091	2.4	77.0	700	2.6	- 7.2
8	1331	- 8.9	49.7	3540	1.7	75.9	863	1.9	- 4.4
9	381	-15.1	29.5	1436	-12.0	76.7	334	-11.9	8.2
10	697	-14.9	51.9	1810	-12.1	76.3	477	-12.1	26.8
11	1090	-13.6	60.4	2223	-11.2	76.0	674	-11.2	37.1

Table 3. Steady State Tensions and Angles at Anchor and First Buoy

CASE NO.	SECOND BUOY						SHIP		
	T_{BR}	Θ_{BR}	ϕ_{BR}	T_{BD}	Θ_{BD}	ϕ_{BD}	T	Θ	ϕ
1							556	60.5	72.4
2							590	49.3	68.1
3							658	39.3	62.4
4							787	29.7	56.0
5							1079	20.0	49.7
6							1004	24.4	56.7
7							1079	20.0	49.7
8							1208	16.5	44.5
9	1300	7.6	75.3	344	7.8	-16.7	882	36.4	66.5
10	1481	5.0	73.2	449	6.2	-17.2	890	30.0	60.4
11	1703	3.3	71.6	553	3.6	-14.0	946	24.8	55.0

Table 4. Steady State Tensions and Angles at Second Buoy and Ship

CASE NO.	FIRST BUOY				SECOND BUOY			
	x _E	y _E	z _E	DEPTH	x _E	y _E	z _E	DEPTH
1	1936	1409	16,467	1243				
2	1861	2319	16,340	1360				
3	1668	3614	16,102	1698				
4	1366	4938	16,704	1996				
5	938	6656	16,075	2626				
6	1074	7066	14,642	3168				
7	938	6656	16,075	2626				
8	791	6440	16,306	2396				
9	929	3668	7298	10,402	1423	7862	13,979	3726
10	778	3040	7703	9997	1296	7265	14,645	3055
11	646	2781	7862	9848	1123	6902	14,971	2729

Table 5. Positions of First Buoy and Second Buoy

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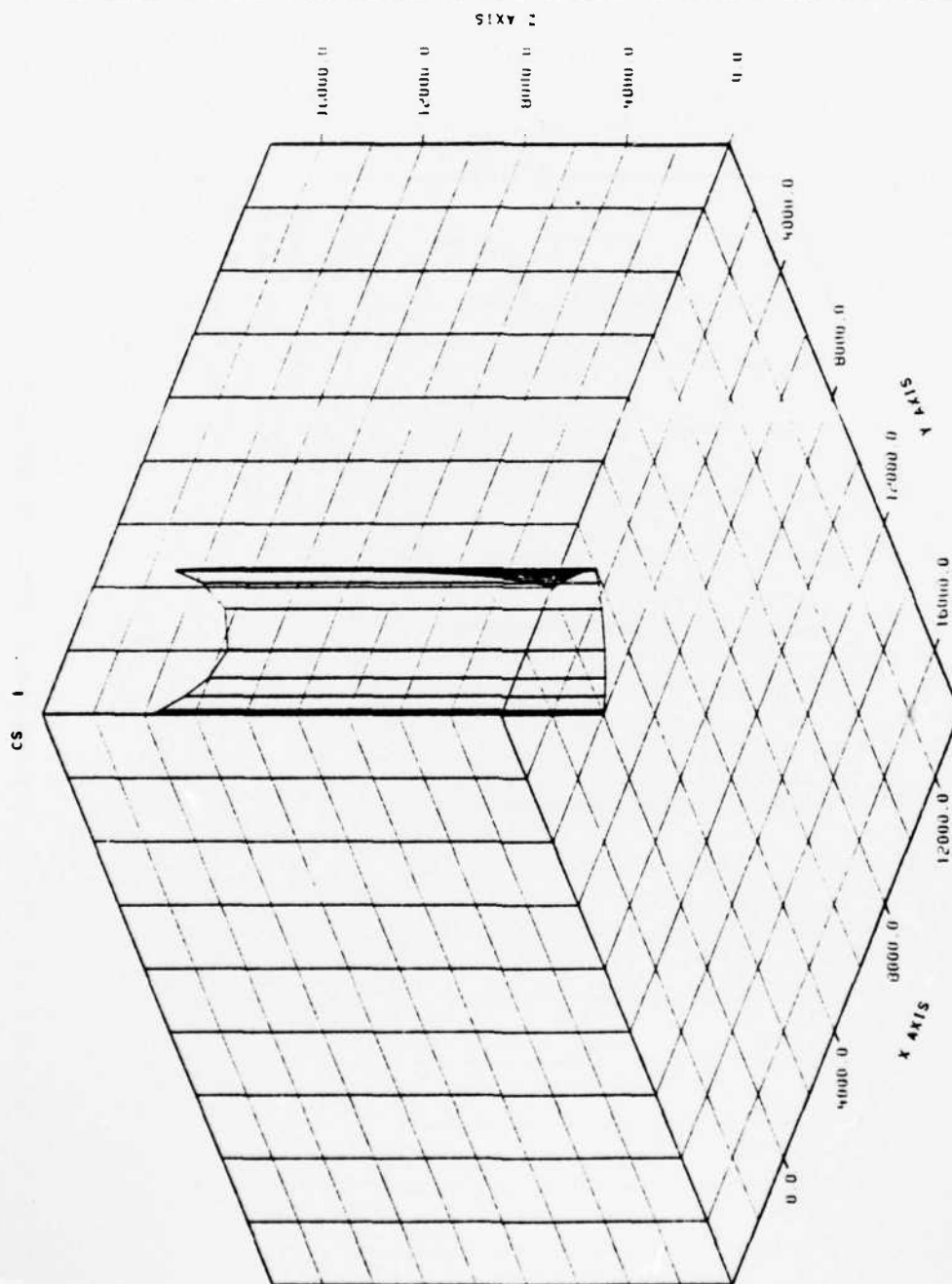


Figure 15. Three Dimensional Plot of Case 1

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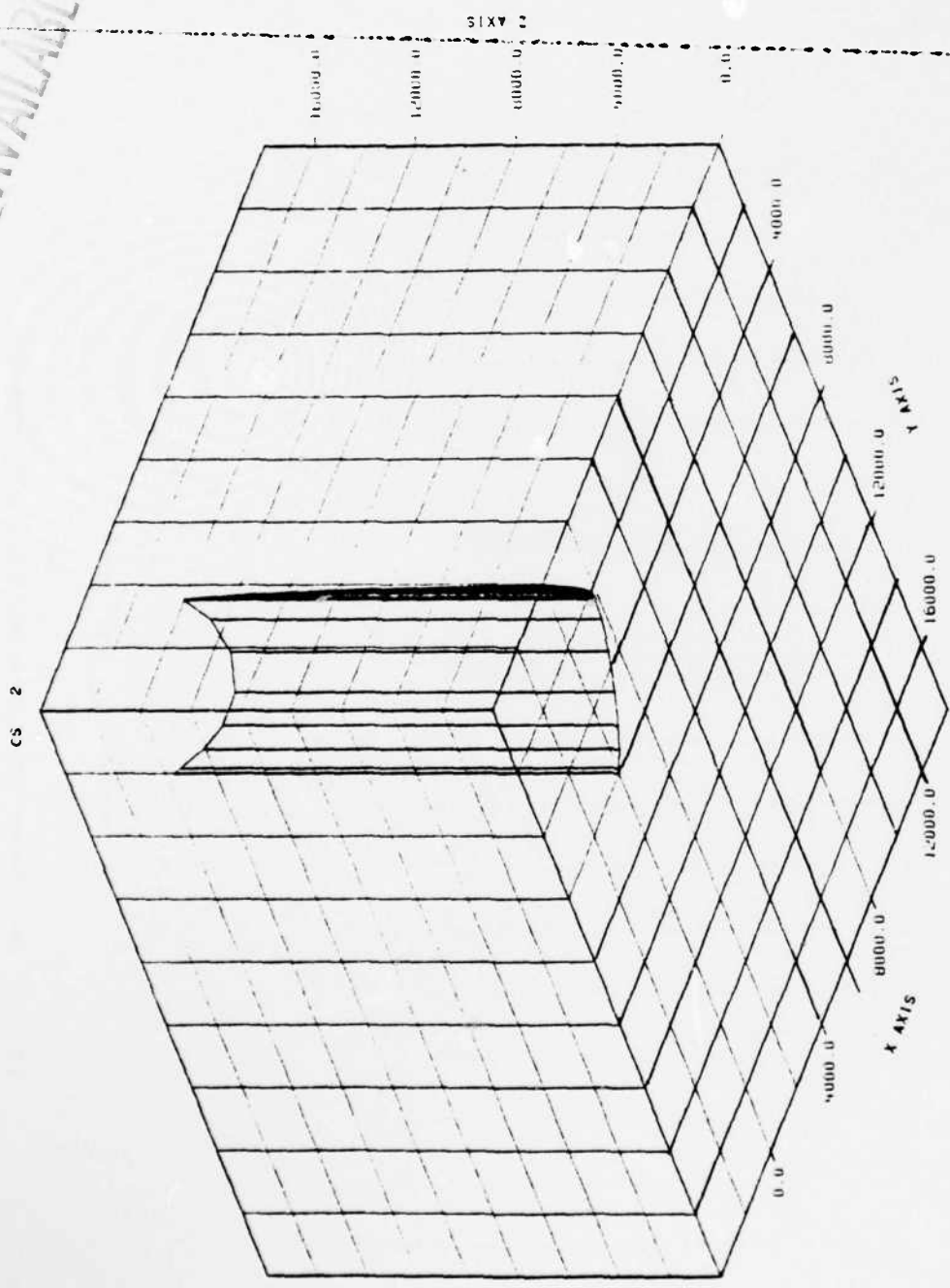


Figure 16. Three Dimensional Plot of Case 2

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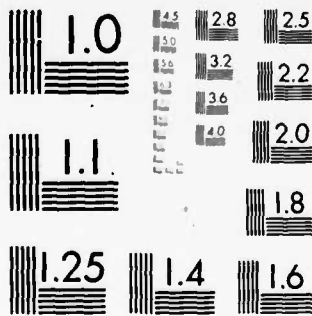
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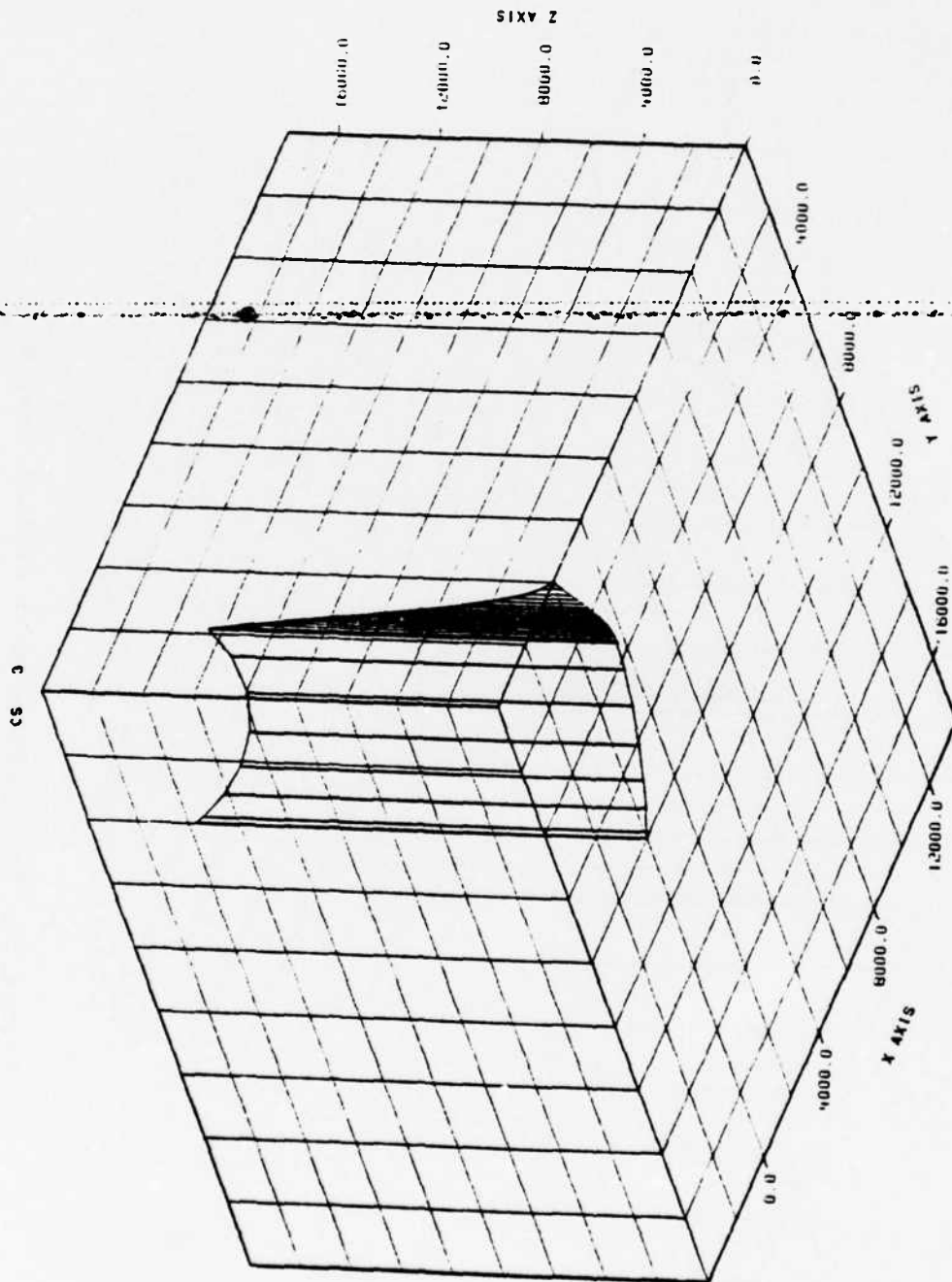


Figure 17. Three Dimensional Plot of Case 3

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CS 4

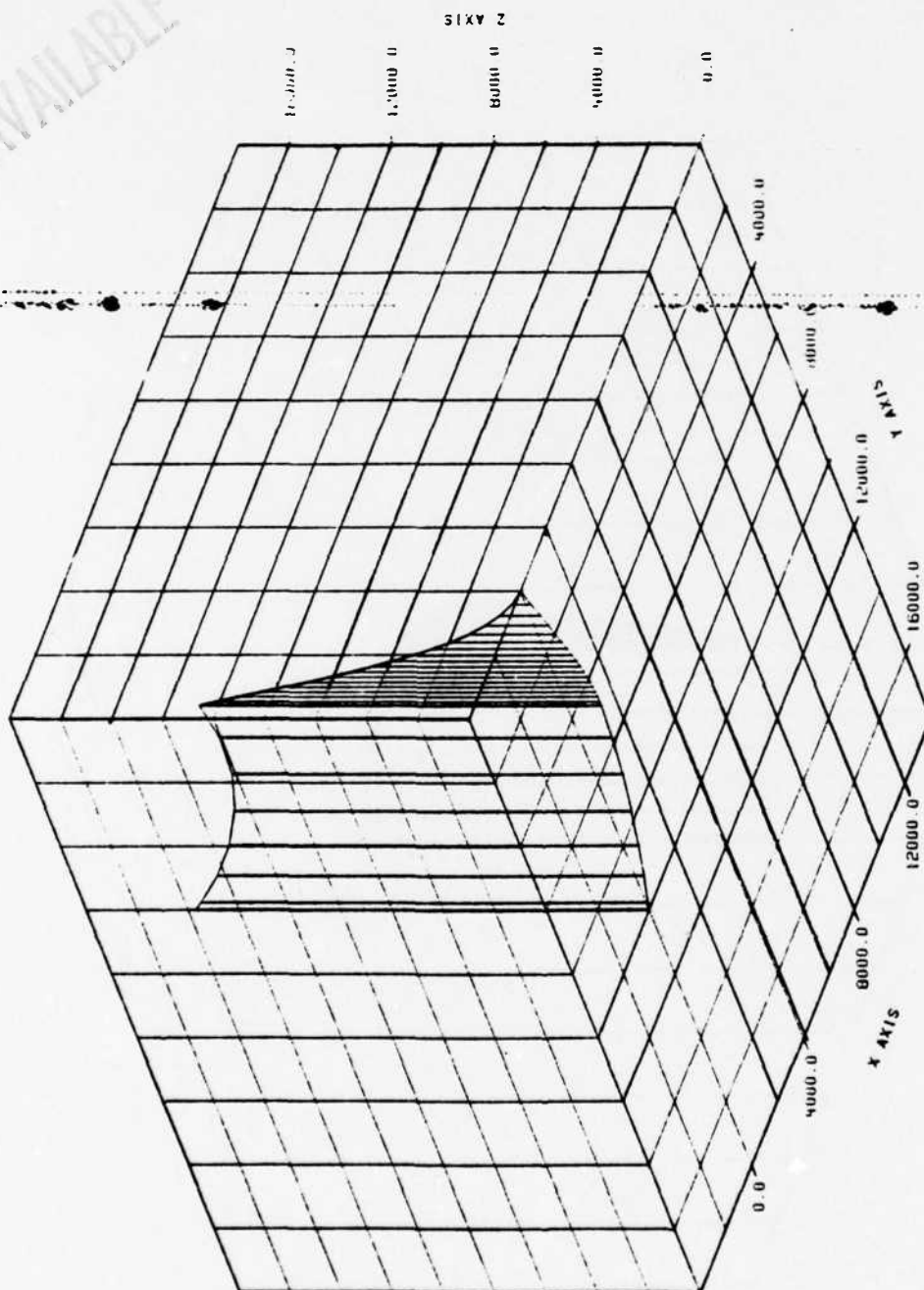


Figure 18. Three Dimensional Plot of Case 4

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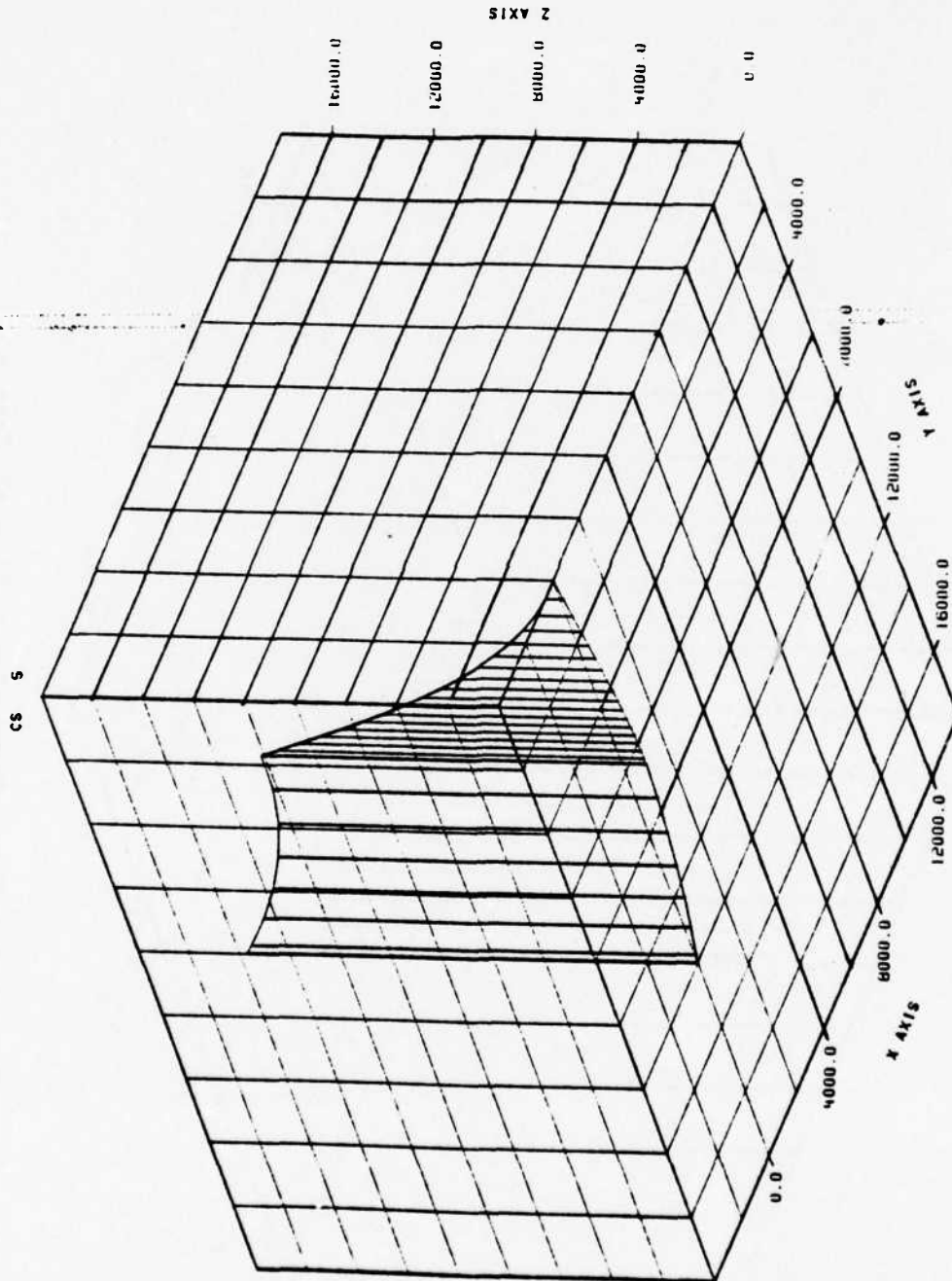


Figure 19. Three Dimensional Plot of Case 5

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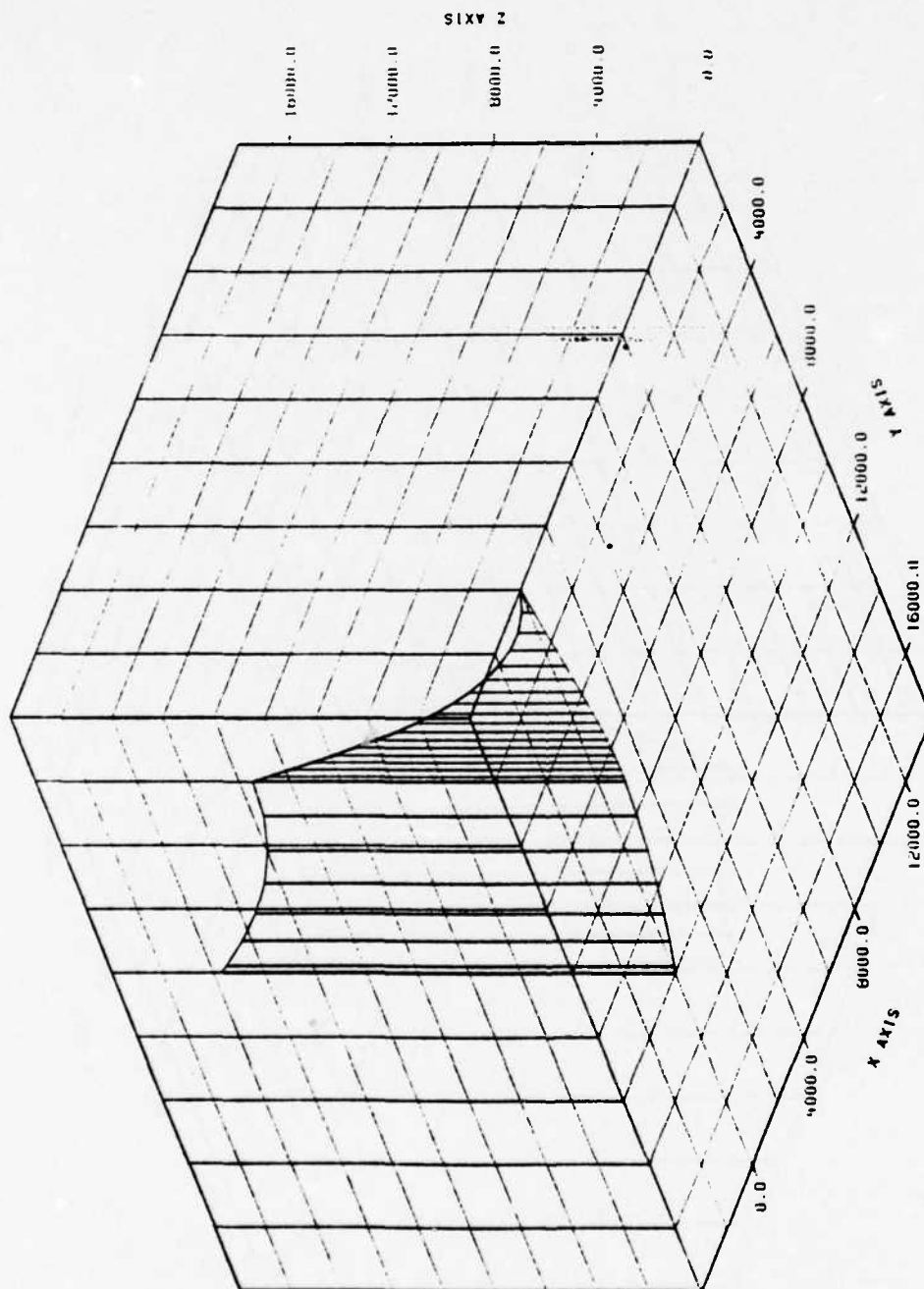


Figure 20. Three Dimensional Plot of Case 6

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101.

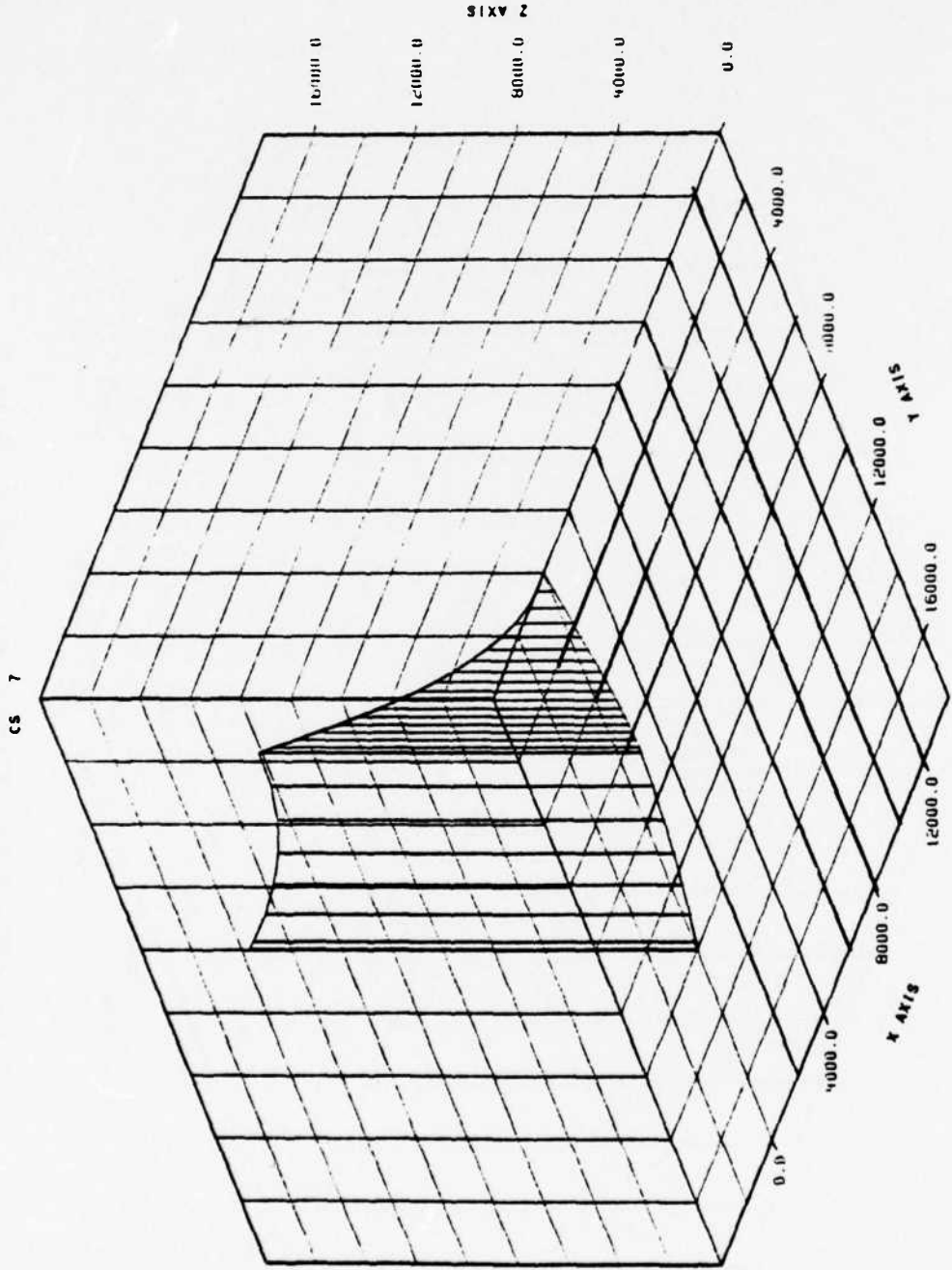


Figure 21. Three Dimensional Plot of Case 7

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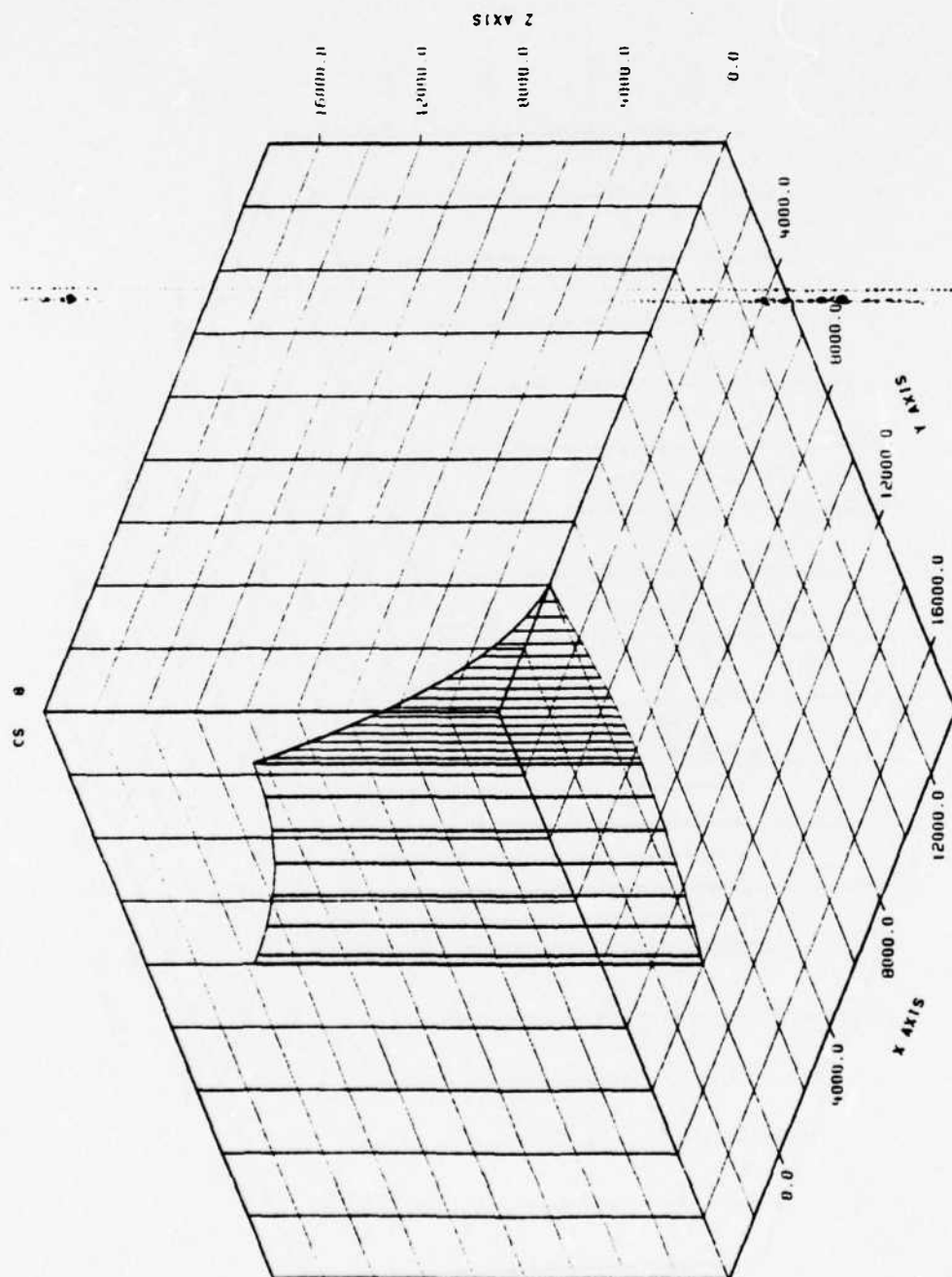


Figure 22. Three Dimensional Plot of Case 8

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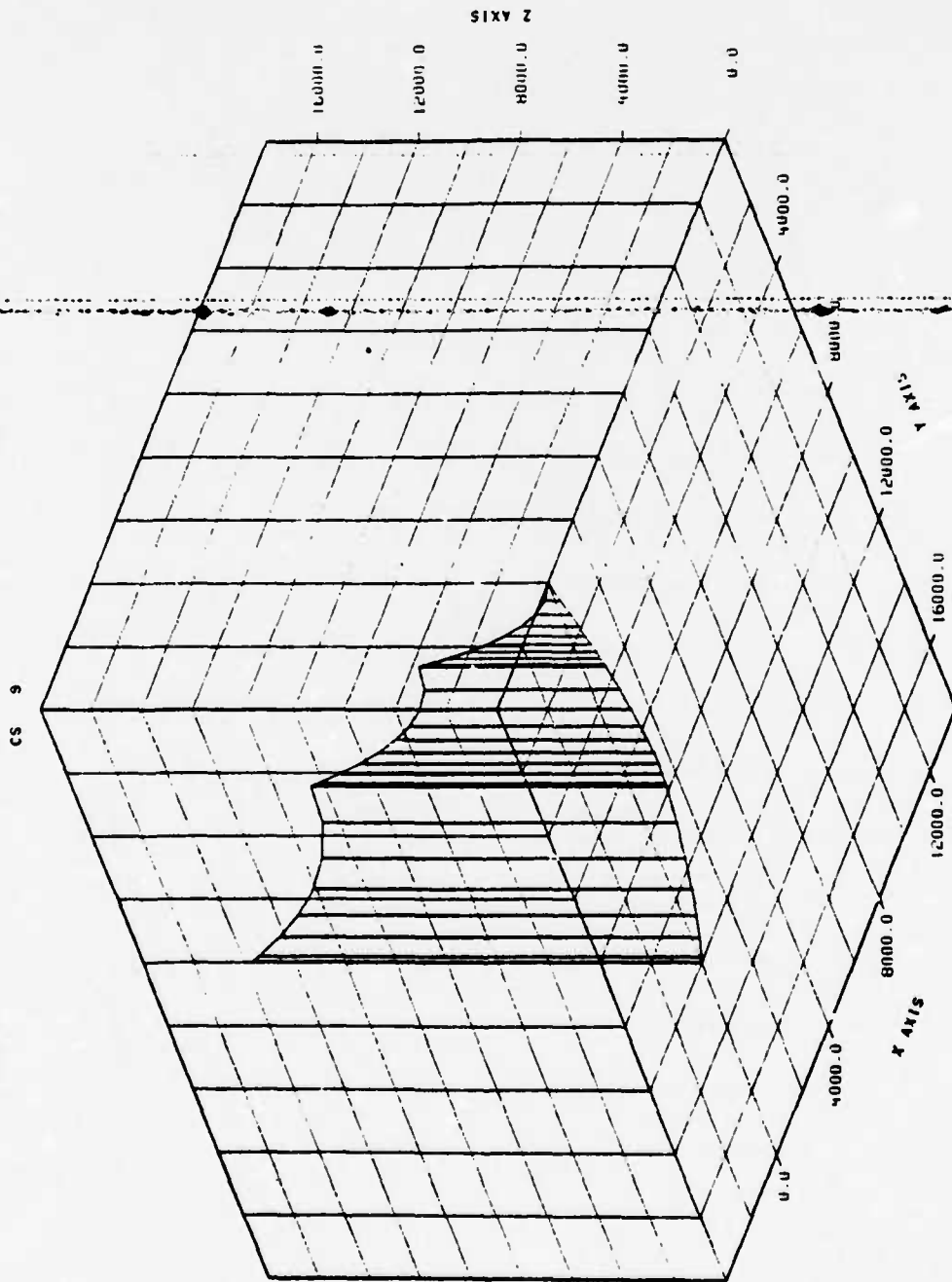


Figure 83. Three Dimensional Plot of Case 9

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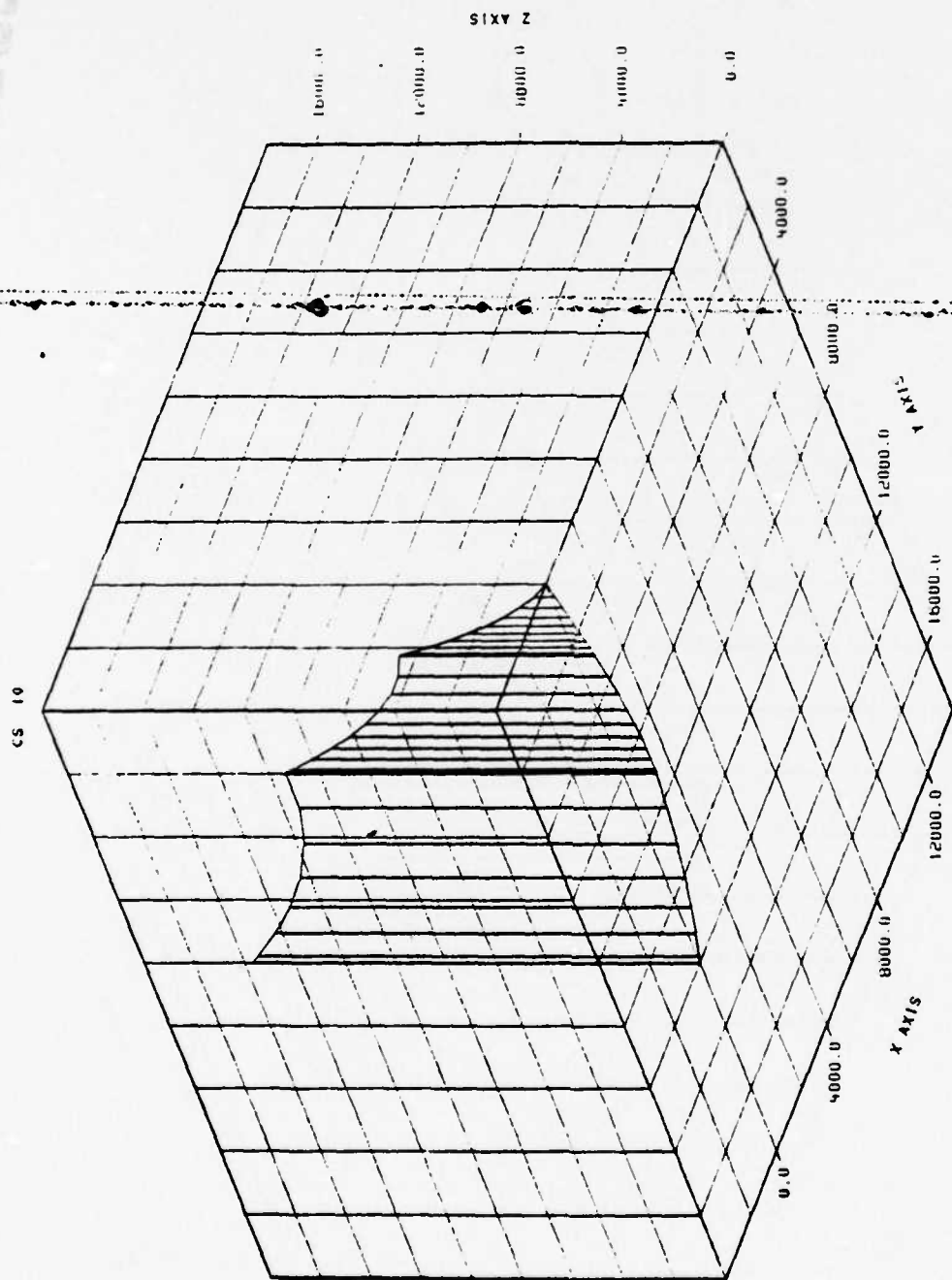


Figure 24. Three Dimensional Plot of Case 10

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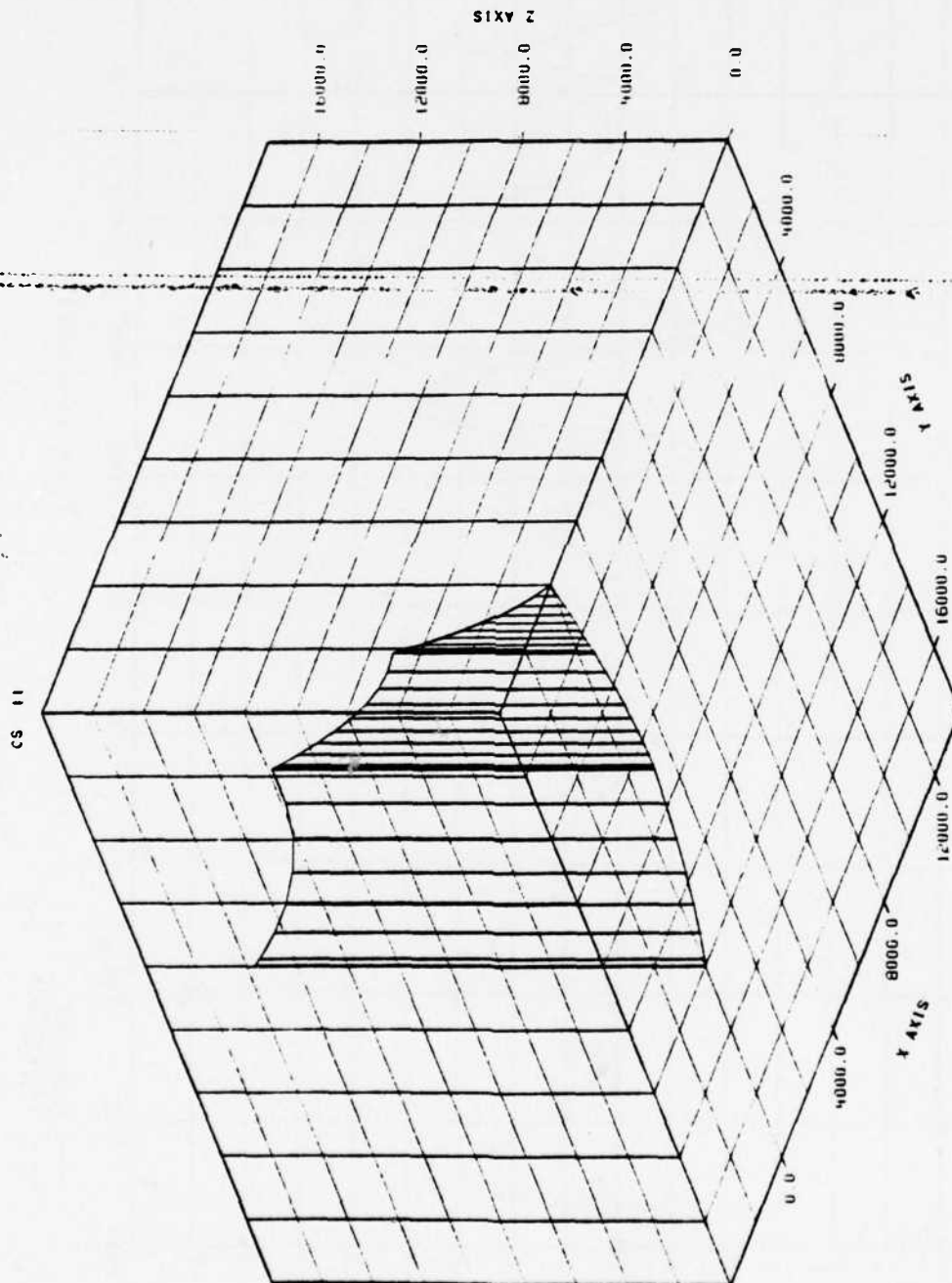


Figure 25. Three Dimensional Plot of Case 11

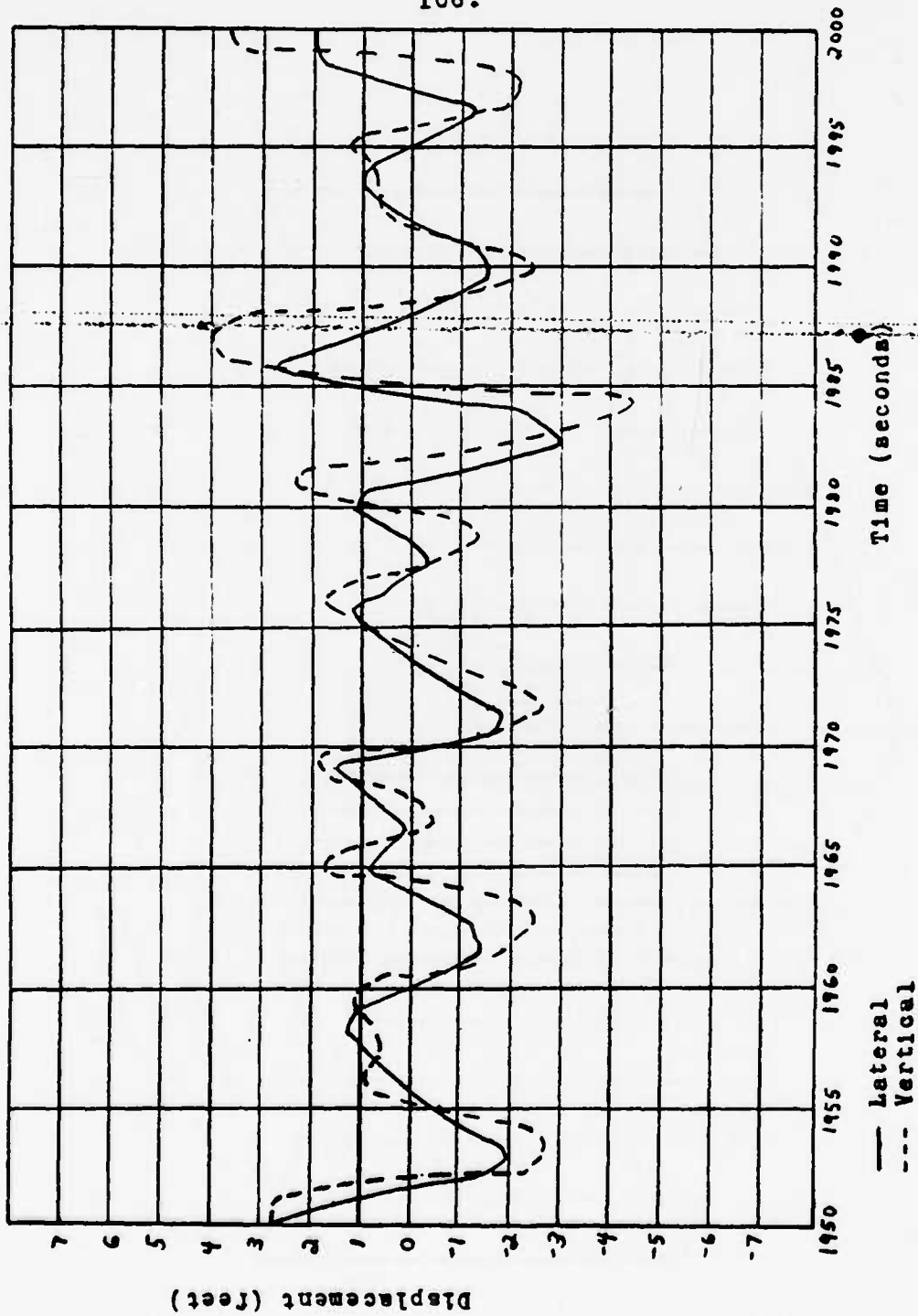


Figure 26. Displacement of Ship versus Time for Case 12

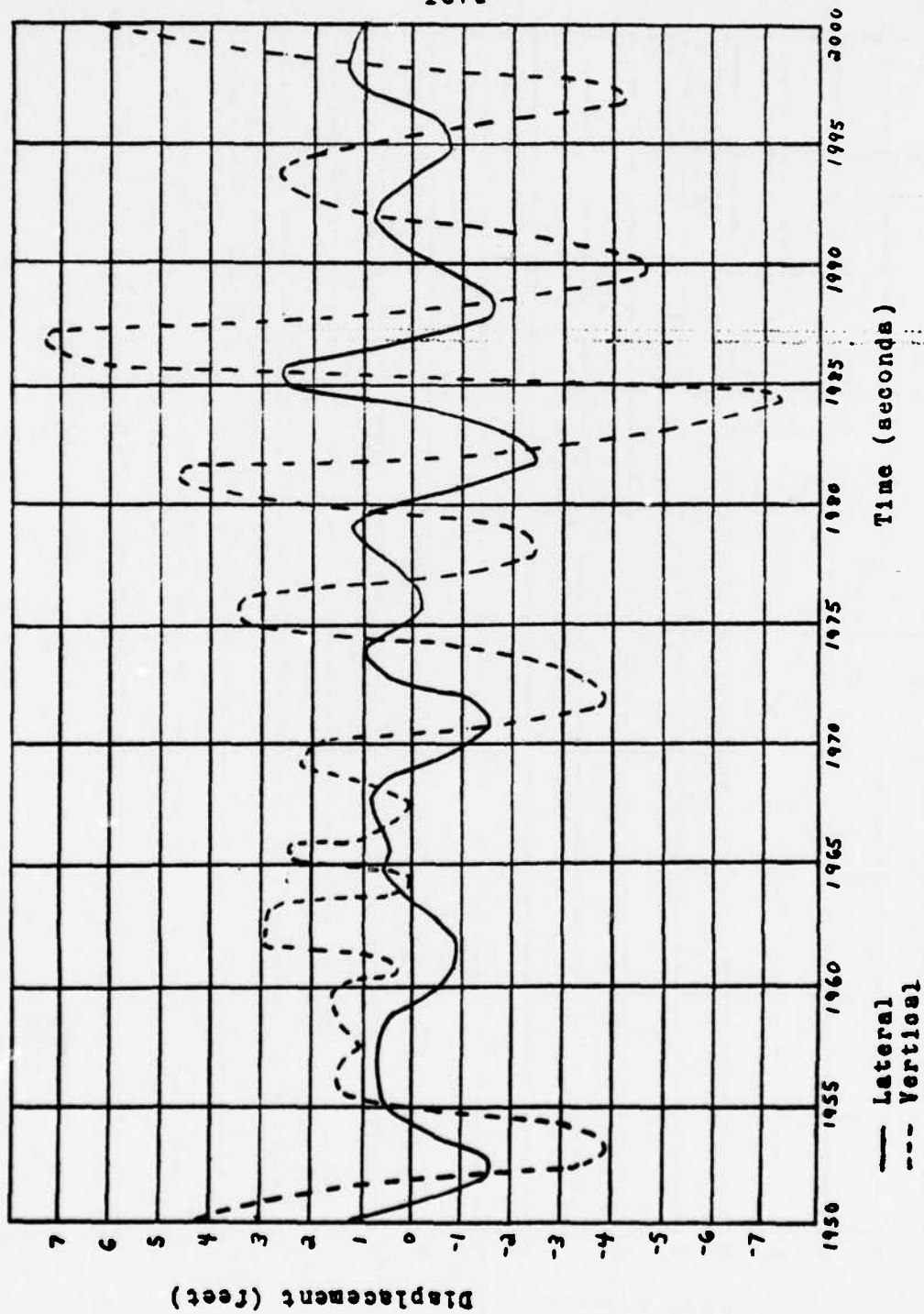


Figure 27. Displacement of Ship versus Time for Case 13

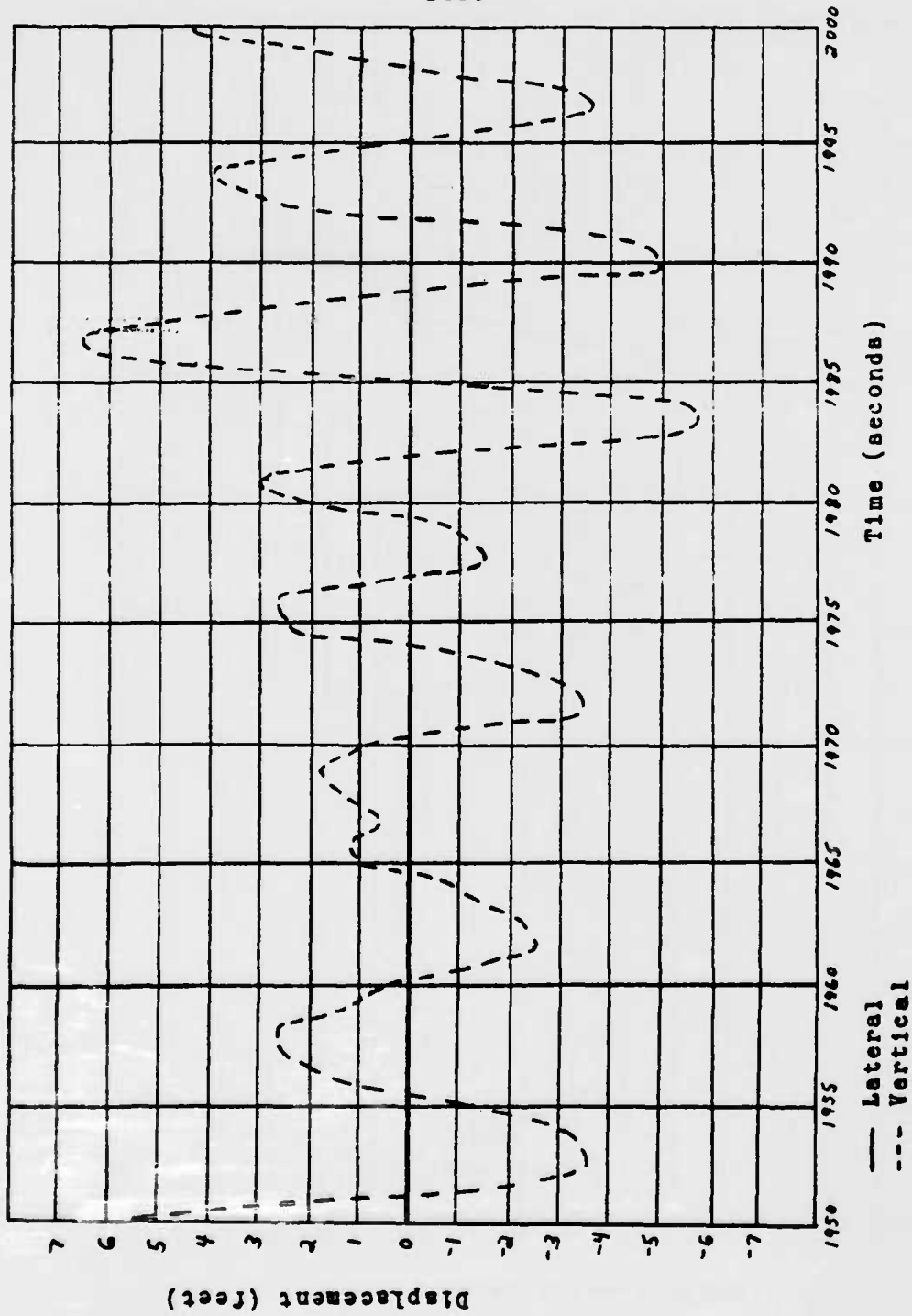


Figure 28. Displacement of Ship versus Time for Case 14

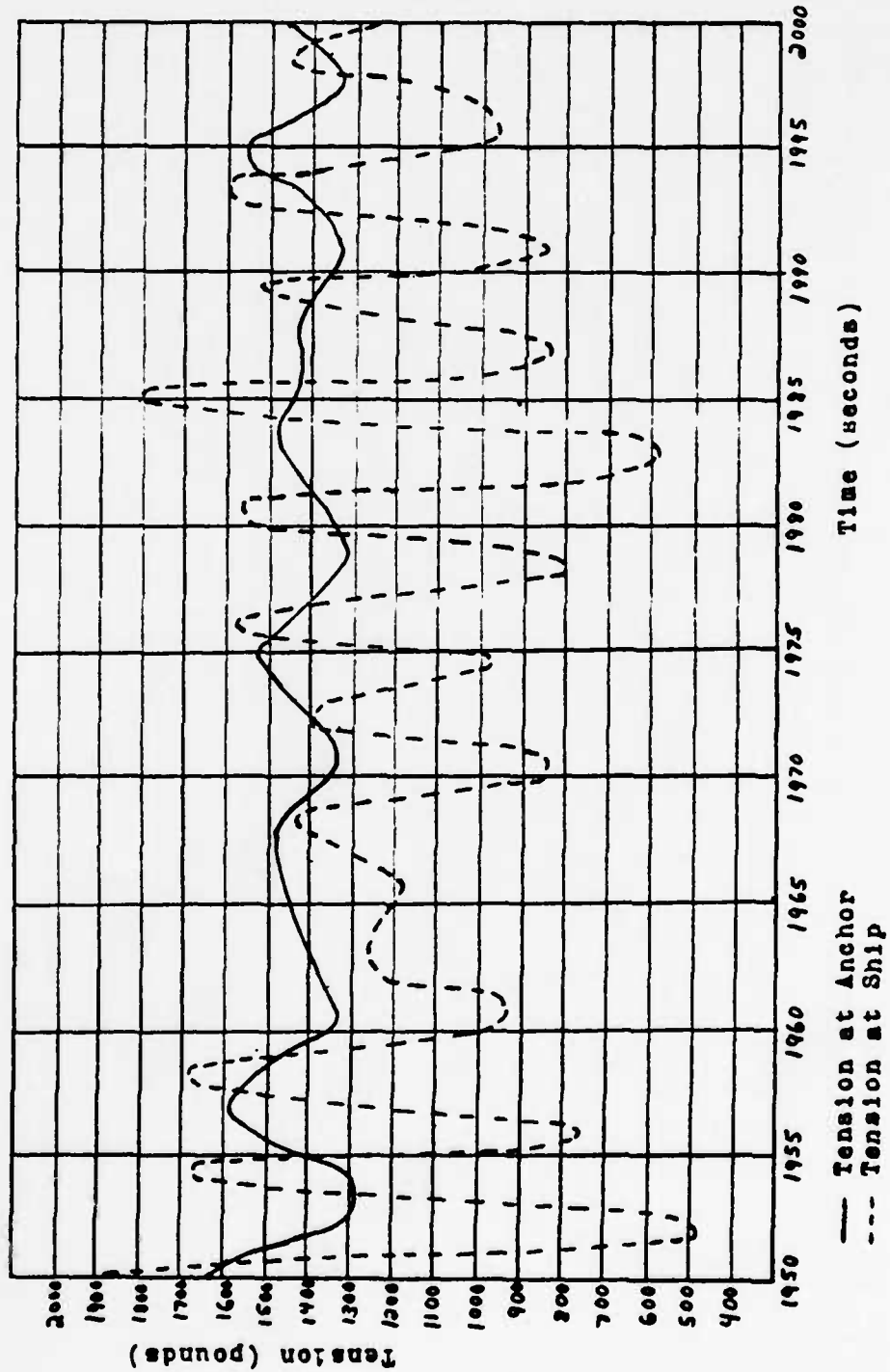


Figure 29. Tension at Anchor and Tension at Ship
versus Time for Case 12

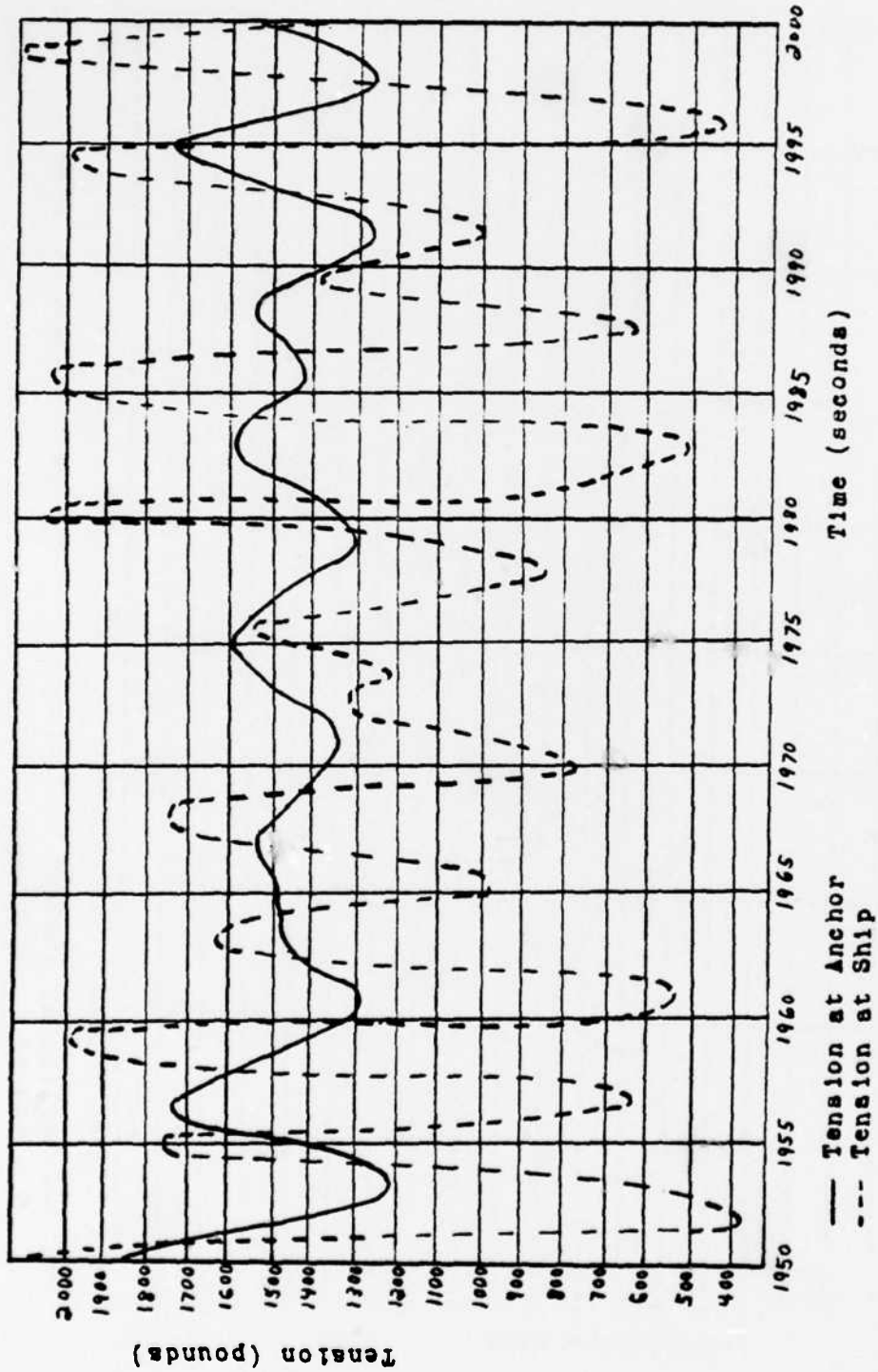


Figure 30. Tension at Anchor and Tension at Ship
versus Time for Case 13

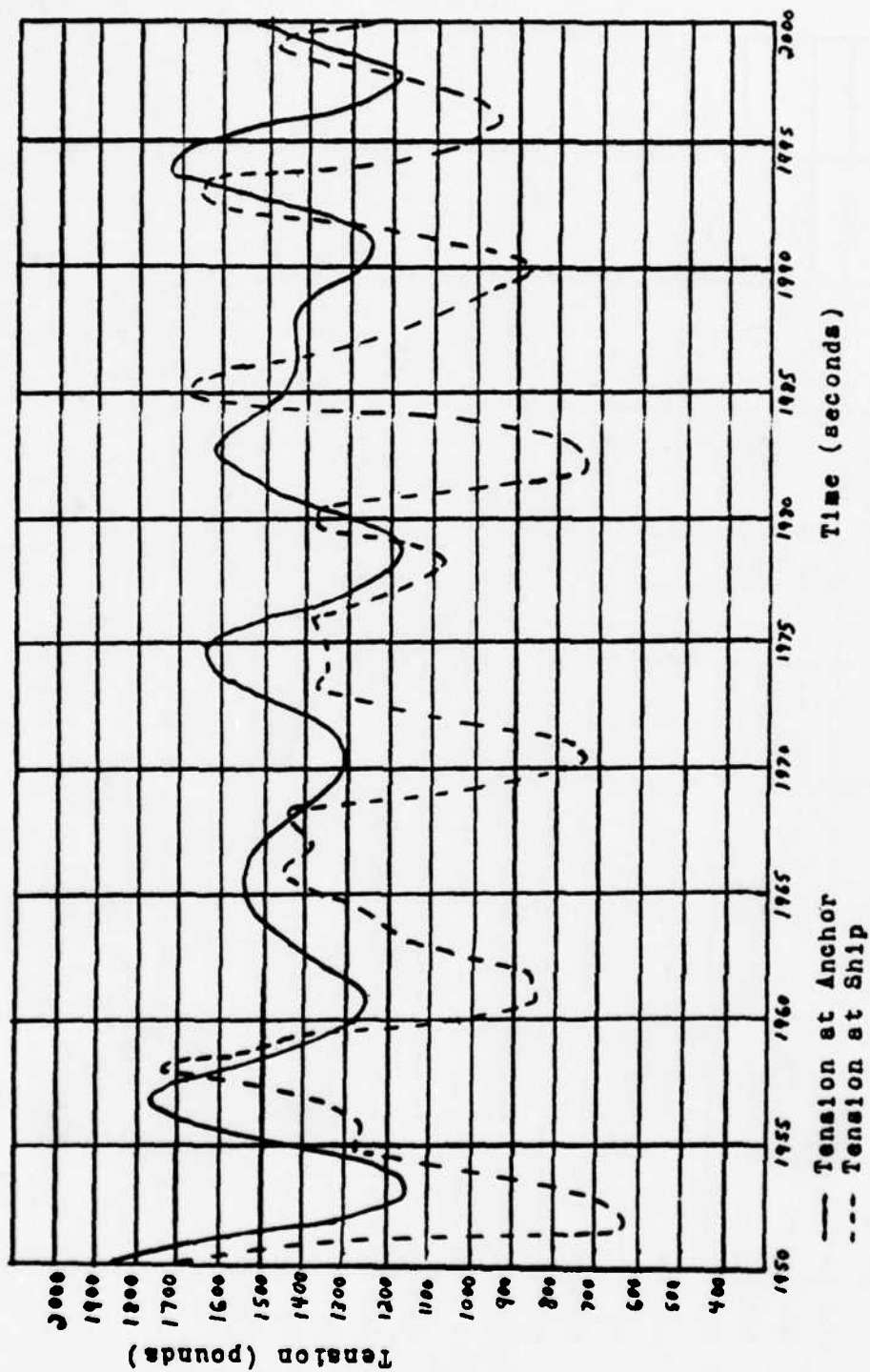


Figure 31. Tension at Anchor and Tension at Ship
versus Time for Case 14

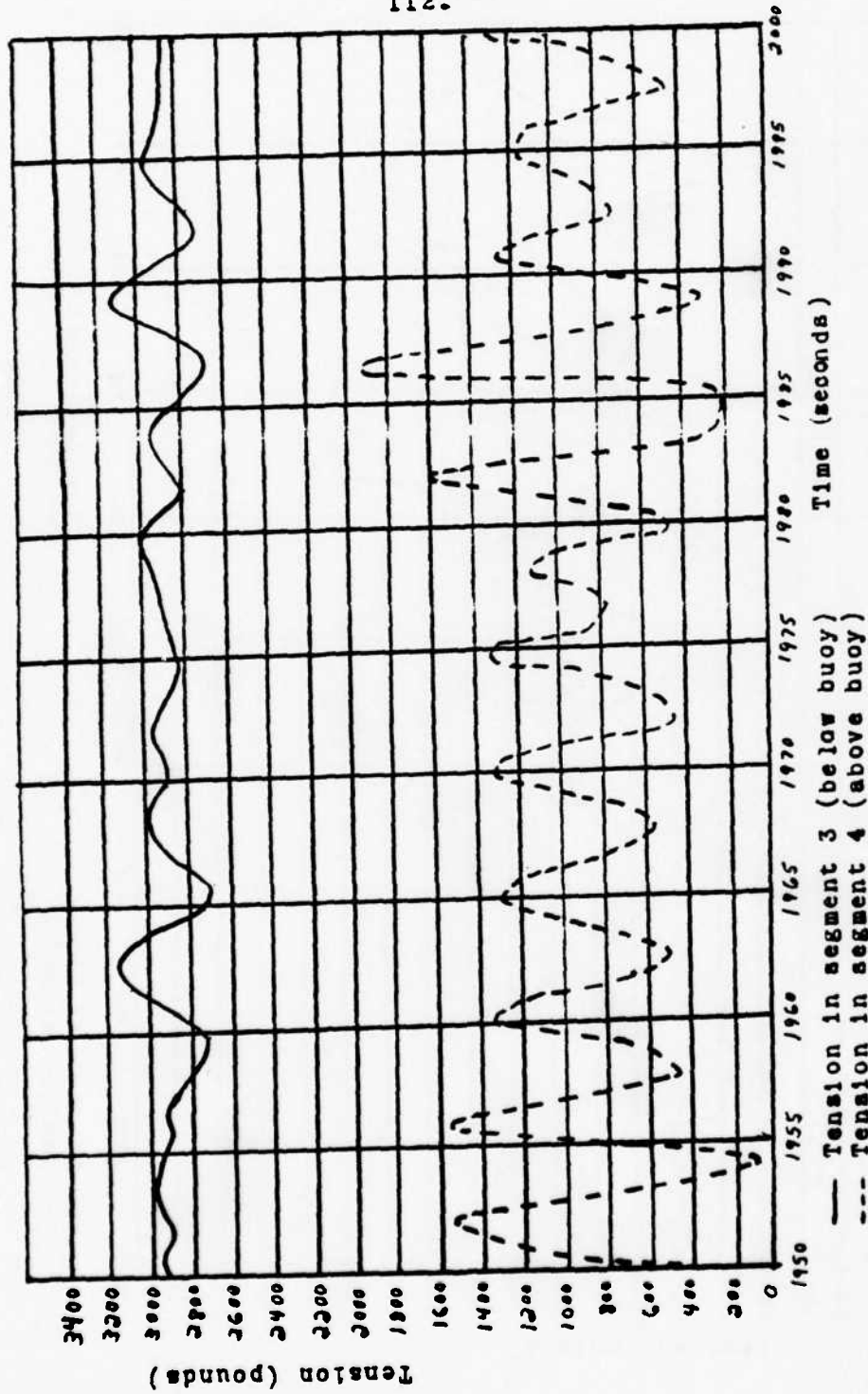


Figure 32. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 12

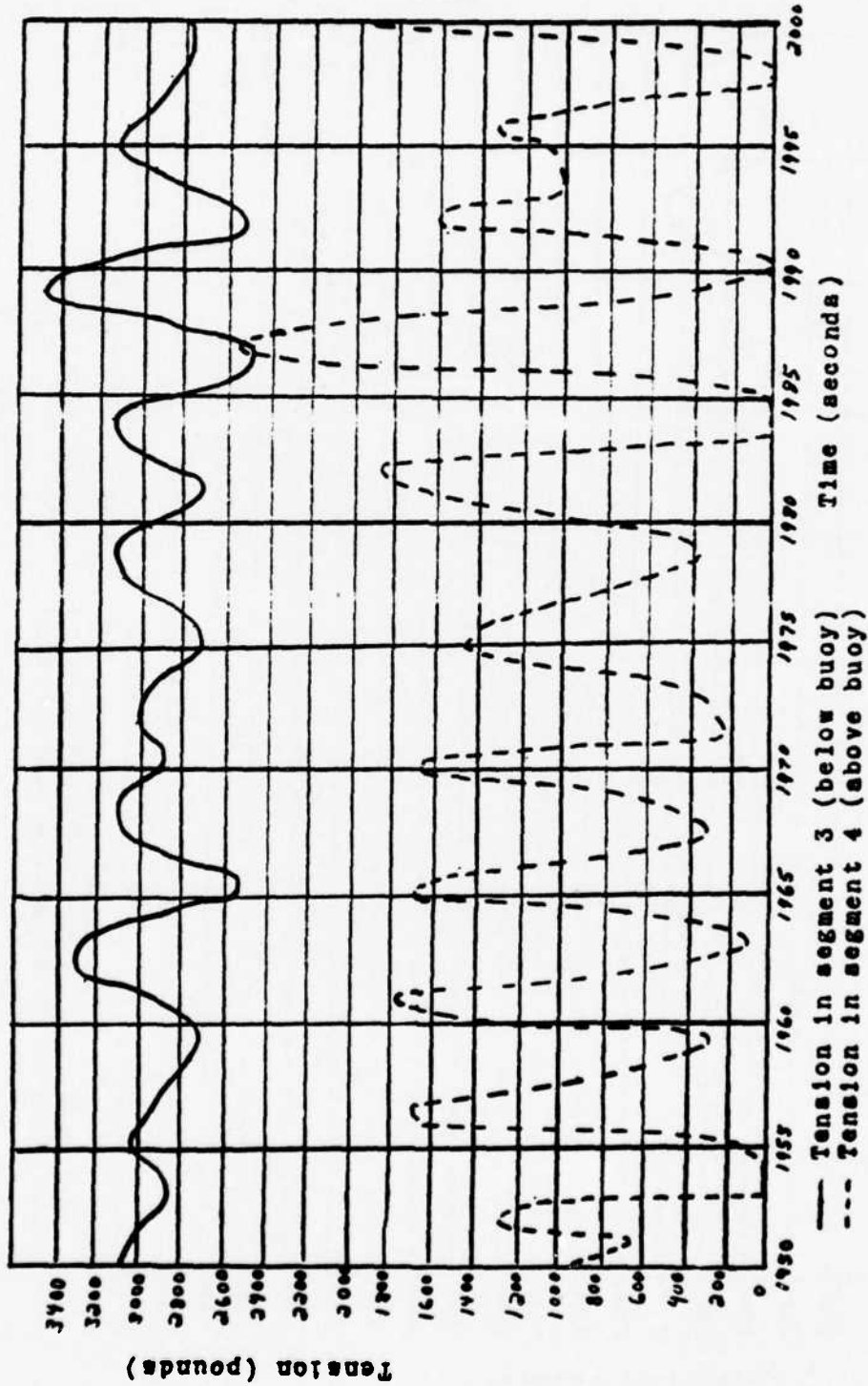


Figure 33. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 113

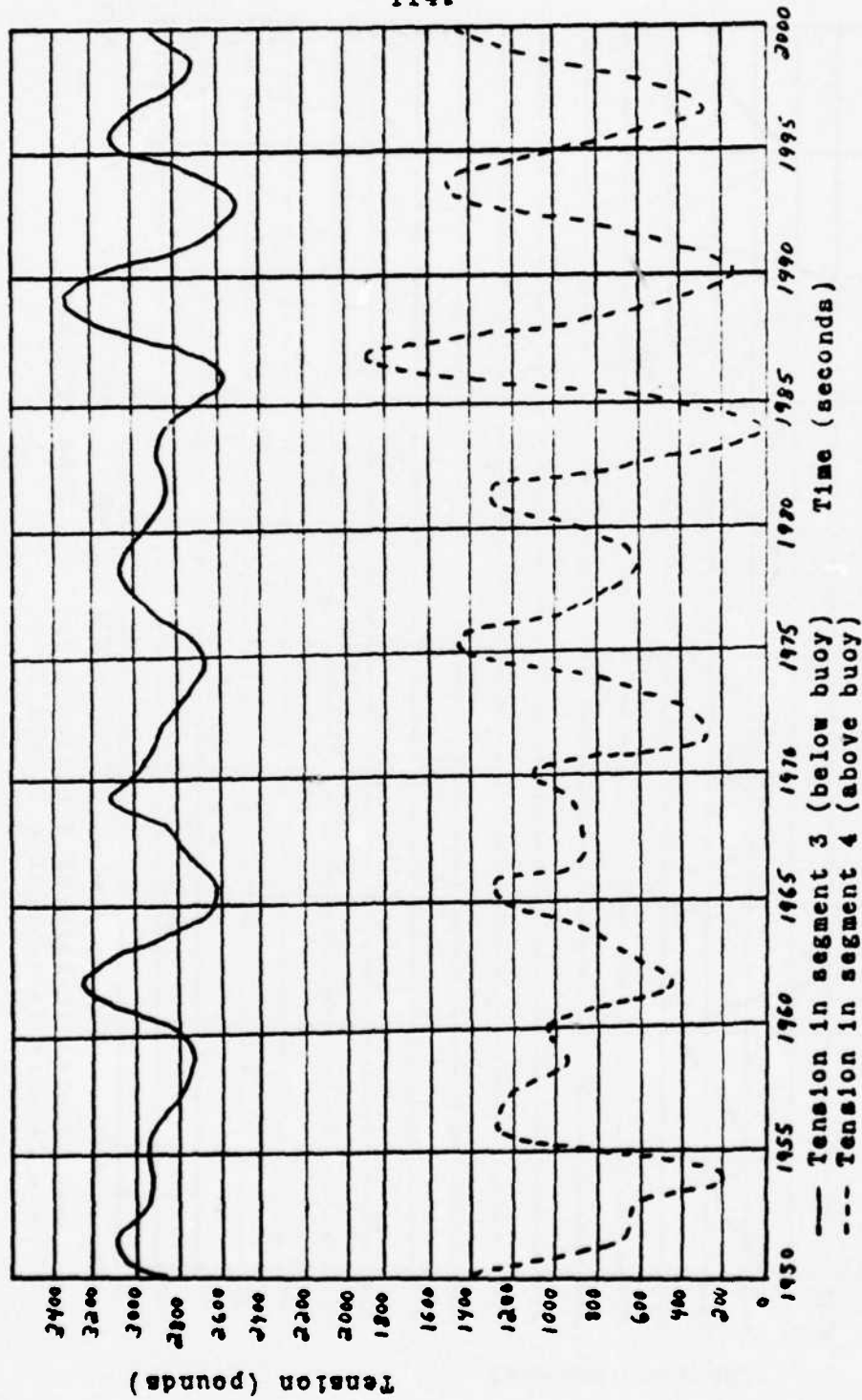


Figure 34. Tension in Segment below Buoy and Tension in Segment above Buoy versus Time for Case 14

V. SUMMARY

5.1 Conclusions

The cable-buoy-ship systems examined here were studied under a variety of conditions. First, the ship was placed at various distances from the anchor in the steady state model. Then, after selecting a "worst case" distance, the excess buoyancy of the buoy was varied. Subsequently, the effects of having two smaller buoys instead of one large one were looked at. Finally, after choosing what seemed to be the optimal system, its dynamics were examined. The ship driving the system was subjected to waves typical of a particular sea state, and its angle relative to the incident waves was varied. Tensions in the cable under simulated operating conditions were thus obtained.

The system could also be subjected to a variety of other conditions which were assumed to be constant, but which could be varied. These include the water current (magnitudes and direction), cable properties (length, diameter, and modulus of elasticity), the location of buoys on the cable, the sea state and the particular surface ship being used. This study considered these to be fixed because they were either previously specified (the cable properties or the ship) or a "worst case" condition (the sea state or

water currents).

The models employed in this study have shown that the wave-induced motions of the ship can be sufficiently decoupled from those of the cable such that cable tensions throughout the system are acceptable. Thus, in this study, a system was designed in which all the initial requirements have been satisfied.

5.2 Suggestions for Further Study

Further research in the area of cable-buoy-ship systems should include investigation of the effects of additional buoys spaced along the cable. While the present model can account for a maximum of only two buoys, it would be relatively straightforward to modify the program so that systems consisting of many buoys could be modeled.

This would be accomplished by integrating along the cable up to each successive buoy. At each buoy, as before, the force and moment equilibrium equations would be solved. Integration up the cable would then take place again. This process would be repeated until the ship was reached. (It should be noted that the program has been successfully modified to account for a specific system consisting of four buoys. These results will be described in a forthcoming report of the Naval Underwater Systems Center.)

Another possible useful option would be the capability of specifying one buoy as a surface buoy. This was seriously considered during this study, but the results were not conclusive. When the iterative process used for finding the steady state tension at the anchor (see section 2.3) was tried, difficulties were encountered in obtaining convergence. The reason for this was that, when the tension at the anchor was "corrected" by only a few pounds, the draft of the surface buoy would change by a few feet, resulting in a significant change in the buoyancy force at the buoy. It was realized, then, that the iteration process of section 2.3 could not be used in its present form for the entire system. Instead, the following scheme, which is described in detail below is proposed to obtain the steady state tensions:

Let the problem be divided into two distinct parts; the first part looks at the cable from the anchor up to, but not including, the surface buoy. The second examines the surface buoy and the tether to the ship.

The procedure for finding the tensions and positions of the cable for the first section of cable mentioned above is identical to that used in previous sections. There is, however, one slight change: the model treats the surface buoy as if it were the ship. The horizontal distance from

the anchor to the ship, G (see figure 8), becomes the horizontal distance from the anchor to the surface buoy. The water depth, H , is decreased by an amount which is 0.6 times the buoy diameter. (This means that the buoy is initially assumed to have a draft which is 60 percent of its diameter.) When the desired location of the surface buoy is finally attained through the use of the iteration process described in section 2.3, the surface buoy and its tether to the ship may be examined.

The tension in the cable from the anchor at the surface buoy, which was calculated using the above procedure, is assumed to be constant. The general idea now is to adjust the draft of the surface buoy such that the ship will be on the ocean surface. (Since the cable to the anchor is assumed to be very long, on the order of several miles long, a change of a few feet at the surface buoy in the vertical direction should not be significant with respect to cable tensions and positions between the anchor and surface buoy.)

The initial "guess" for the buoy draft is that it is 0.6 times the buoy diameter. Using this value, equilibrium equations may be written and solved at the buoy, and the cable tether is subsequently integrated to the ship. The z (vertical) coordinate of the ship, z_{SH} , is then compared to the known water depth, H . If the difference between these

two values is less than some prescribed value ϵ , then this iteration has produced the final results. Otherwise, the following correction is applied to the next iteration:

$$H_{D_k} = H_{D_{(k-1)}} + \frac{Z_{SH_k} - H}{(4)(k+1)^2}$$

where

- H_{D_k} = the buoy draft of the k 'th iteration
- $H_{D(k-1)}$ = the buoy draft of the $(k-1)$ 'th iteration
- Z_{SH_k} = the z coordinate of the ship of the $(k-1)$ 'th iteration
- H = the water depth
- k = the iteration number

Using this "corrected" value for the buoy draft, equilibrium requirements are satisfied at the buoy, and the cable again is integrated to the ship. This process is repeated until, as already stated, the error becomes sufficiently small.

The scheme described above was incorporated into a model, and successful convergence was obtained. (The iterations were repeated until the ship was found to be located on the surface of the water.) Although this method has been

shown to be convergent, further examination of the assumptions must be made before the results can be taken to be accurate.

As is the case with most computer models of physical systems, a comparison of the results obtained from the simulation with experimental data should be made. It would thus be useful to compare the results predicted by this study with those of an actual system operating at sea in order to validate the model.

In addition, certain parameters and constants of the program could be given more accuracy. These could include the drag coefficients, hydrodynamic mass coefficients, etc. Modifications could be made such that cable strumming would be allowed to occur if it were appropriate for a certain system. (Cable strumming is neglected entirely in this study)

Useful information could most definitely be obtained by comparing the amplitudes and phases of the tension versus time plots. This would include examining the tensions at identical segments of the cable for various ship headings and comparing the tensions in various segments for the same ship heading. A detailed analysis of this type would require the use of sophisticated statistical methods.

An interesting extension of this study would be to not assume that the anchor is fixed; that is, the anchor would

be taken to be a certain weight. If the tension components at the anchor exceeded certain limits, then two things could happen. First, the anchor would be lifted off the bottom if the limit for the vertical component were exceeded. Second, the anchor would be dragged along the ocean floor if the limit for the horizontal tension component were exceeded.

Finally, ways could be found to reduce the running time of the program. For example, the step size in time, b , (see section 3.4) could be examined to see how large it can get before inaccuracies and numerical instability occur. A reduction in time would realize significant savings in cost for the user.

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Appendix A

THE FOURTH ORDER RUNGE-KUTTA METHOD

Consider the initial-value problem:

$$\frac{dy}{dx} = y' = F(x, y) \quad (\Delta 1)$$

$$y(x_0) = y_0 \quad (\Delta 2)$$

The increment Δy for advancing the dependent variable when the independent variable is advanced by h is given by

$$\Delta y = \frac{1}{6} (k_1 + 2k_2 + 2k_3 + k_4) + O(h^5) \quad (\Delta 3)$$

where

$$k_1 = h F(x_n, y_n) \quad (\Delta 4a)$$

$$k_2 = h F\left(x_n + \frac{1}{2}h, y_n + \frac{1}{2}k_1\right) \quad (\Delta 4b)$$

$$k_3 = h F\left(x_n + \frac{1}{2}h, y_n + \frac{1}{2}k_2\right) \quad (\Delta 4c)$$

$$k_4 = h F(x_n + h, y_n + k_3) \quad (\Delta 4d)$$

127.

The values at (x_{n+1}, y_{n+1}) are then:

$$x_{n+1} = x_n + h \quad (\Delta 5a)$$

$$y_{n+1} = y_n + \Delta y \quad (\Delta 5b)$$

All intervals are computed in the same manner, using for the initial values the values at the beginning of each interval. The method does not need any special formulas to get the solution started, and it is well suited to computational form.

Appendix B

SOLUTION OF BUOY EQUATIONS

B.1 Equilibrium Equations

Equations (12) are:

$$-(T_{BE})_x + (D_F)_x - (T_{SD})(\sin \theta_{SD})(\cos \phi_{SD}) = 0 \quad (B1a)$$

$$-(T_{BE})_y + (D_F)_y + (T_{SD})(\cos \theta_{SD})(\cos \phi_{SD}) = 0 \quad (B1b)$$

$$-(T_{BE})_z + (B) + (T_{SD})(\sin \phi_{SD}) = 0 \quad (B1c)$$

Letting

$$AEX = [-(T_{BE})_x + (D_F)_x] \quad (B2a)$$

$$AEY = [(T_{BE})_y - (D_F)_y] \quad (B2b)$$

$$AEZ = [(T_{BE})_z - (B)] \quad (B2c)$$

the above equations may be rewritten as:

$$T_{BD} \sin \theta_{BD} \cos \phi_{BD} = AEX \quad (B3a)$$

$$T_{BD} \cos \theta_{BD} \cos \phi_{BD} = AEY \quad (B3b)$$

$$T_{BD} \sin \phi_{BD} = AEZ \quad (B3c)$$

Dividing equation (B3c) by (B3a) gives:

$$\frac{\tan \phi_{BD}}{\sin \theta_{BD}} = \frac{AEZ}{AEX} \quad (B4)$$

Dividing equation (B3c) by (B3b) yields:

$$\frac{\tan \phi_{BD}}{\cos \theta_{BD}} = \frac{AEZ}{AEY} \quad (B5)$$

Rewriting equation (B4):

$$\tan \phi_{BD} = \frac{AEZ}{AEX} \sin \theta_{BD} \quad (B6)$$

Putting equation (B6) into (B5):

$$\frac{\sin \theta_{80}}{\cos \theta_{80}} \cdot \frac{AEZ}{AEX} = \frac{AEZ}{AEY} \quad (B7)$$

or

$$\tan \theta_{80} = \frac{AEX}{AEY} \quad (B8)$$

which implies

$$\theta_{80} = \tan^{-1} \left(\frac{AEX}{AEY} \right) \quad (B9)$$

Equation (B6) may now be solved for

$$\phi_{80} = \tan^{-1} \left[\left(\frac{AEZ}{AEX} \right) \sin \theta_{80} \right] \quad (B10)$$

or, from equation (B9), letting

$$AEX = (AEY)(\tan \theta_{80}) \quad (B11)$$

equation (B10) may be rewritten as:

$$\phi_{80} = \tan^{-1} \left[\left(\frac{AEZ}{AEY} \right) (\cos \theta_{80}) \right] \quad (B12)$$

Finally, T_{80} may be found by rewriting equation (B3c):

$$T_{80} = \frac{AEZ}{\sin \phi_{80}} \quad (B13)$$

If ΔBY is calculated to be zero, then $\Theta_{BD} = 90^\circ$ if ΔBX is positive and $\Theta_{BD} = -90^\circ$ if ΔBX is negative. Similarly if ΔBY is calculated to be zero, then $\phi_{BD} = 90^\circ$ if ΔBZ is positive and $\phi_{BD} = -90^\circ$ if ΔBZ is negative.

Finally, if ϕ_{BD} is calculated to be zero (which is not expected), the program will automatically be stopped as it cannot evaluate equation (B13).

B.2 Moment Equations

Equations (16a), (16b), and (17) are:

$$(B) \left(\frac{\gamma_{DB}}{2} \right) + (T_{BD})_z (\gamma_{DB}) - (D_F)_y \left(\frac{z_{DB}}{2} \right) - (T_{DB})_y (z_{DB}) = 0 \quad (B14a)$$

$$(D_F)_x \left(\frac{z_{DB}}{2} \right) + (T_{DB})_x (z_{DB}) - (B) \left(\frac{\gamma_{DB}}{2} \right) - (T_{BD})_x (\gamma_{DB}) = 0 \quad (B14b)$$

$$(2R_s)^2 = (\gamma_{DB})^2 + (\gamma_{DB})^2 + (z_{DB})^2 \quad (B14c)$$

where, from equations (16):

$$\gamma_{DB} = \gamma_D - \gamma_E \quad (B15a)$$

$$\gamma_{DB} = \gamma_D - \gamma_E \quad (B15b)$$

$$z_{DB} = z_D - z_E \quad (B15c)$$

Combining like terms of equations (B14) gives:

$$\left[\left(\frac{B}{a} \right) + (T_{BD})_z \right] (y_{00}) - \left[\left(\frac{(b_r)_x}{a} \right) + (T_{BD})_y \right] (z_{00}) = 0 \quad (\text{B16a})$$

$$\left[\left(\frac{(b_r)_x}{a} \right) + (T_{BD})_x \right] (z_{00}) - \left[\left(\frac{B}{a} \right) + (T_{BD})_z \right] (x_{00}) = 0 \quad (\text{B16b})$$

$$(2R_s)^2 = (x_{00})^2 + (y_{00})^2 + (z_{00})^2 \quad (\text{B16c})$$

Let

$$C_1 = \left[\left(\frac{B}{a} \right) + (T_{BD})_z \right] \quad (\text{B17a})$$

$$C_2 = \left[\left(\frac{(b_r)_y}{a} \right) + (T_{BD})_y \right] \quad (\text{B17b})$$

$$C_3 = \left[\left(\frac{(b_r)_x}{a} \right) + (T_{BD})_x \right] \quad (\text{B17c})$$

$$D_s = 2R_s \quad (\text{B17d})$$

Then, substitution of the above expressions into equations (B16) yields:

$$(c_1)(y_{DB}) - (c_2)(z_{DB}) = 0 \quad (B18a)$$

$$(c_3)(z_{DB}) - (c_1)(x_{DB}) = 0 \quad (B18b)$$

$$(D_s)^2 = (x_{DB})^2 + (y_{DB})^2 + (z_{DB})^2 \quad (B18c)$$

Solving for y_{DB} and x_{DB} in equations (B18a) and (B18b) respectively gives:

$$y_{DB} = \left(\frac{c_2}{c_1}\right)(z_{DB}) \quad (B19a)$$

$$x_{DB} = \left(\frac{c_3}{c_1}\right)(z_{DB}) \quad (B19b)$$

(c_1 is never expected to be equal to zero.)

Substitution of the above expressions into equation (B18c) gives:

$$(D_s)^2 = \left[\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_3}{c_1}\right)^2 + 1 \right] (z_{DB})^2 \quad (B19c)$$

This equation may be solved as follows:

$$z_{DB} = \frac{D_s}{\sqrt{\left(\frac{c_2}{c_1}\right)^2 + \left(\frac{c_2}{c_1}\right)^2 + 1}} \quad (\text{B20})$$

The solution for the unknown coordinates, then, may be taken from a rearrangement of equations (B15):

$$x_D = x_E + x_{DB} \quad (\text{B21a})$$

$$y_D = y_E + y_{DB} \quad (\text{B21b})$$

$$z_D = z_E + z_{DB} \quad (\text{B21c})$$

where all the terms are as previously defined.

Appendix C

COMPUTER PROGRAM DESCRIPTION

C.1 Current Profile

The program computes the current velocity as a function of depth. The current direction is assumed to be constant and the current velocity vector at any depth is contained in a horizontal plane. Assume that the current, V_c , has a velocity of c_x knots at the surface, decreases exponentially to c_y knots at a depth of D feet, and varies linearly at greater depths to c_b knots at the bottom, at a water depth of H feet:

$$v_c = c_x e^{-(H-z)(c_z)} \quad (H \geq z \geq (H-D)) \quad (C1a)$$

where

$$c_z = \frac{\ln \left(\frac{c_x}{c_y} \right)}{D} \quad (C1b)$$

$$v_c = c_b + \left(\frac{z}{H-D} \right) (c_y - c_b) \quad ((H-D) \geq z \geq 0) \quad (C2)$$

Figure C-1 shows this profile:

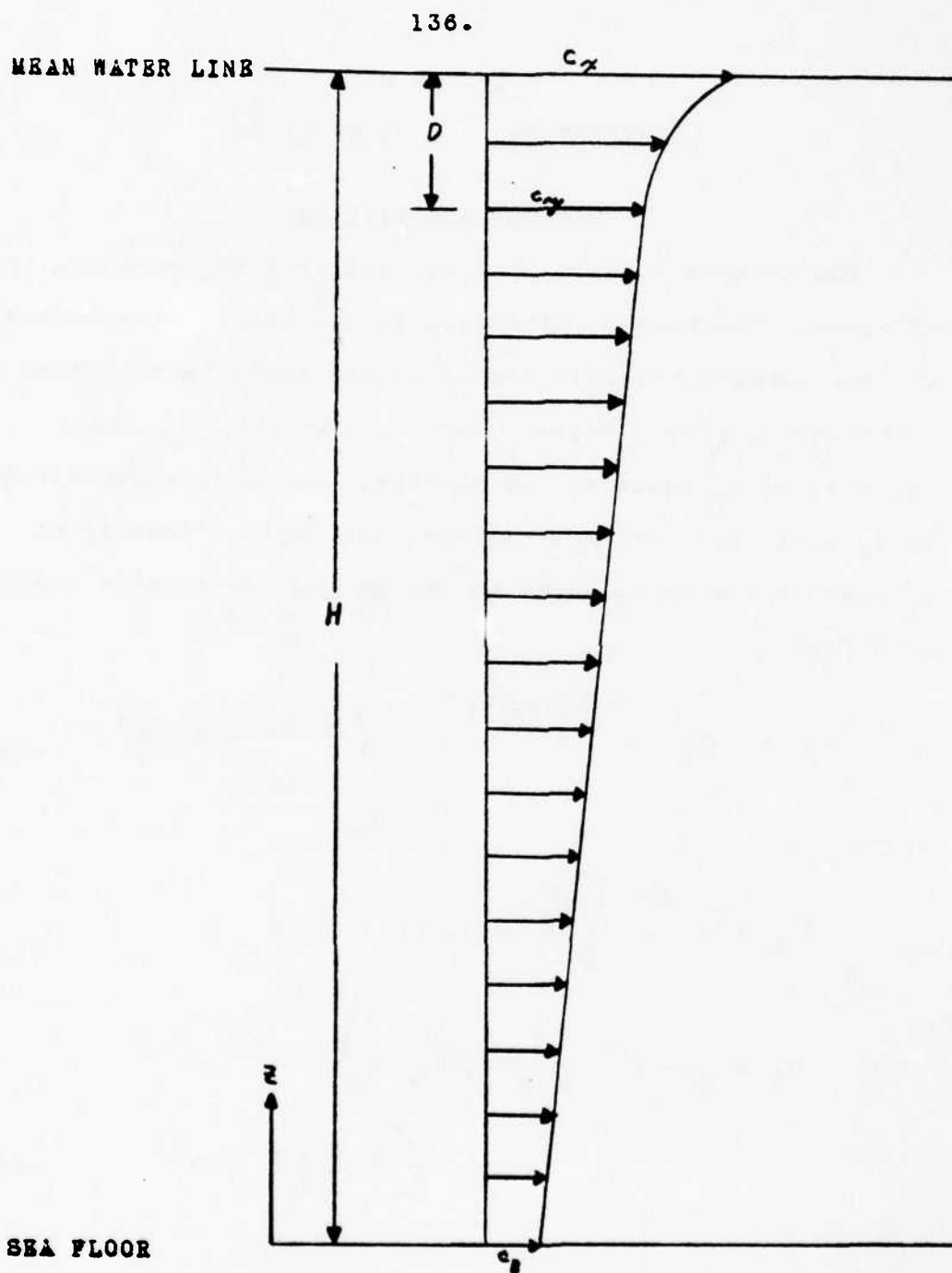


Figure C-1. Current Profile

C.2 Drag Coefficients

The drag coefficients for both the cable and the spherical buoys are specified in the program for different ranges of Reynolds numbers. The cable normal drag coefficient is given as follows:

$$C_{DN} = 1.2 \left[1 - \frac{[Re - (2 \times 10^2)]}{(2.0 \times 10^2)} \right] \quad (2.0 \times 10^2) \leq Re < (2.5 \times 10^3) \quad (C3a)$$

$$C_{DN} = 0.9 \left[1 - \frac{[Re - (2.5 \times 10^3)]}{(4.5 \times 10^4)} \right] \quad (2.5 \times 10^3) \leq Re < (1.5 \times 10^5) \quad (C3b)$$

$$C_{DN} = 1.2 \quad (1.5 \times 10^5) \leq Re < (2.0 \times 10^5) \quad (C3c)$$

The lower bound for the Reynolds number for the cable normal drag coefficient is given as (2.0×10^2) , which, for a 20,000 foot long 2 inch diameter cable (which is used in the present study), corresponds to a normal drag of 1.5 pounds. The upper bound is (2.0×10^5) . (The maximum Reynolds number expected in this study is (3.5×10^4) .) Figure C-2 shows a comparison between the approximations of equations (C3) and the actual normal drag coefficient for smooth cylinders. (39)

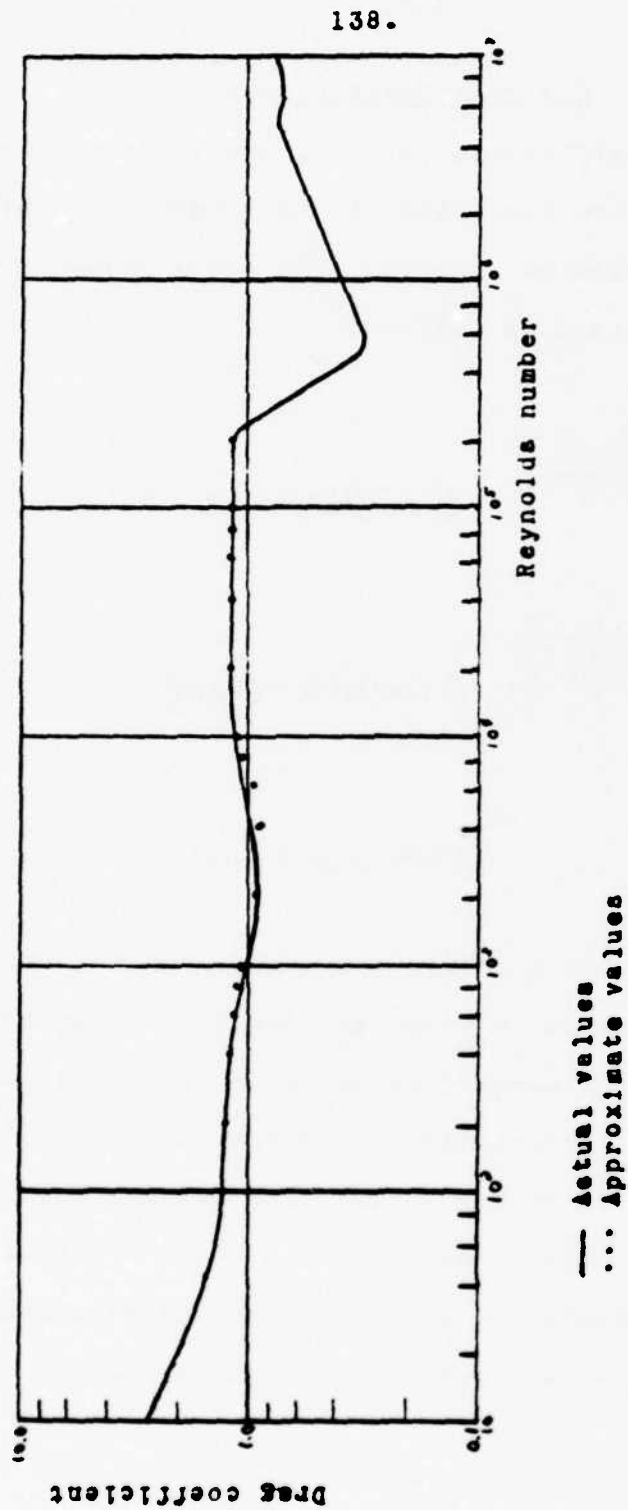


Figure C-2. Actual Normal Drag Coefficients for Circular Cylinders

The cable tangential drag coefficient is specified as:

$$C_{DT} = 0.0062 - \left[\frac{Re - (2 \times 10^3)}{(2.2 \times 10^3)} \right] \quad (2.0 \times 10^3) \leq Re \leq (2.0 \times 10^5) \quad (C4)$$

The lower bound for Re is (2.0×10^3) which gives a tangential drag of 2.3 pounds for the cable used in this study; the upper bound is (2.0×10^5) . (Re is not expected to exceed (3.5×10^4) in this study.) Figure C-3 compares the values calculated from equation (C4) and the actual tangential drag coefficients for smooth cylinders. (28)

The drag coefficient for a spherical buoy is given as follows:

$$C_{DS} = 0.5 \quad (3.0 \times 10^4) \leq Re \leq (2.0 \times 10^5) \quad (C5a)$$

$$C_{DS} = 0.52 - \left[\frac{Re - (2 \times 10^5)}{(4.9 \times 10^4)} \right] \quad (2.0 \times 10^5) \leq Re < (2.5 \times 10^5) \quad (C5b)$$

$$C_{DS} = 0.182 + \left[\frac{Re - (2.5 \times 10^5)}{(1.4 \times 10^6)} \right] \quad (2.5 \times 10^5) \leq Re < (4.0 \times 10^5) \quad (C5c)$$

$$C_{DS} = 0.2 \quad (4.0 \times 10^5) \leq Re \leq (1.0 \times 10^7) \quad (C5d)$$

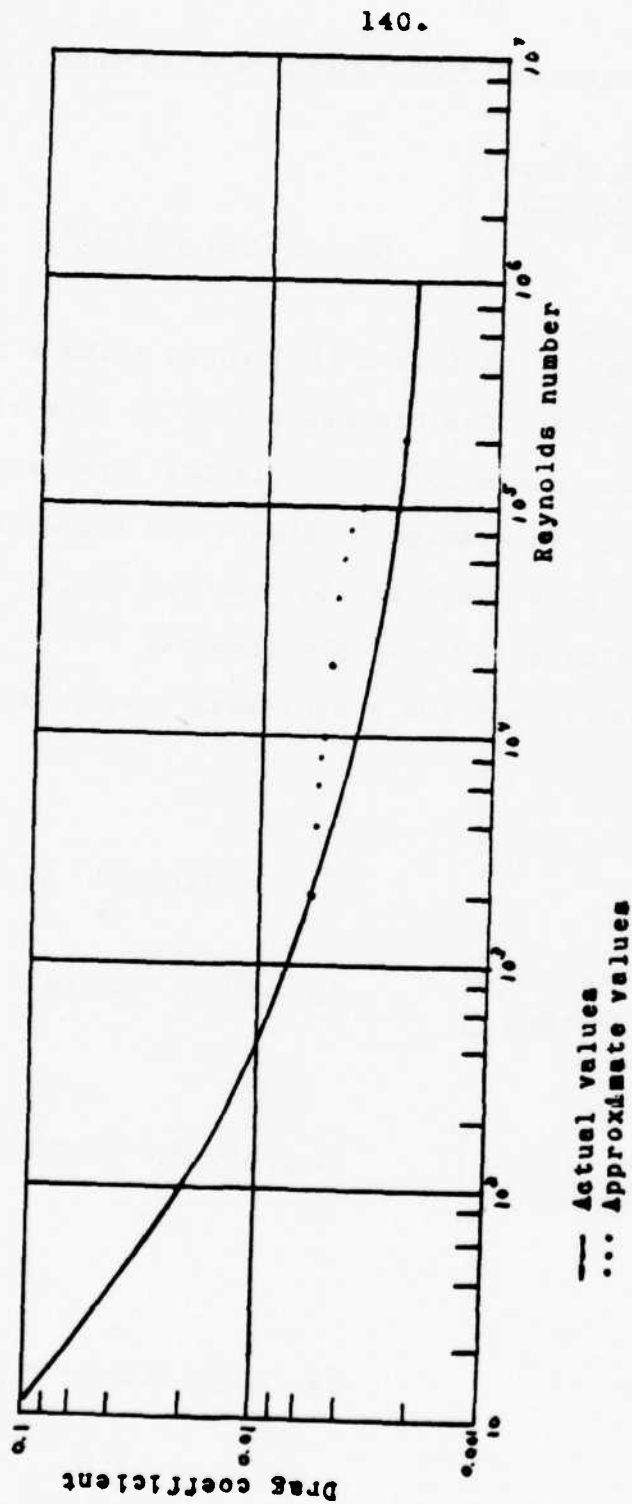


Figure C-3. Actual Tangential Drag Coefficients for Circular Cylinders

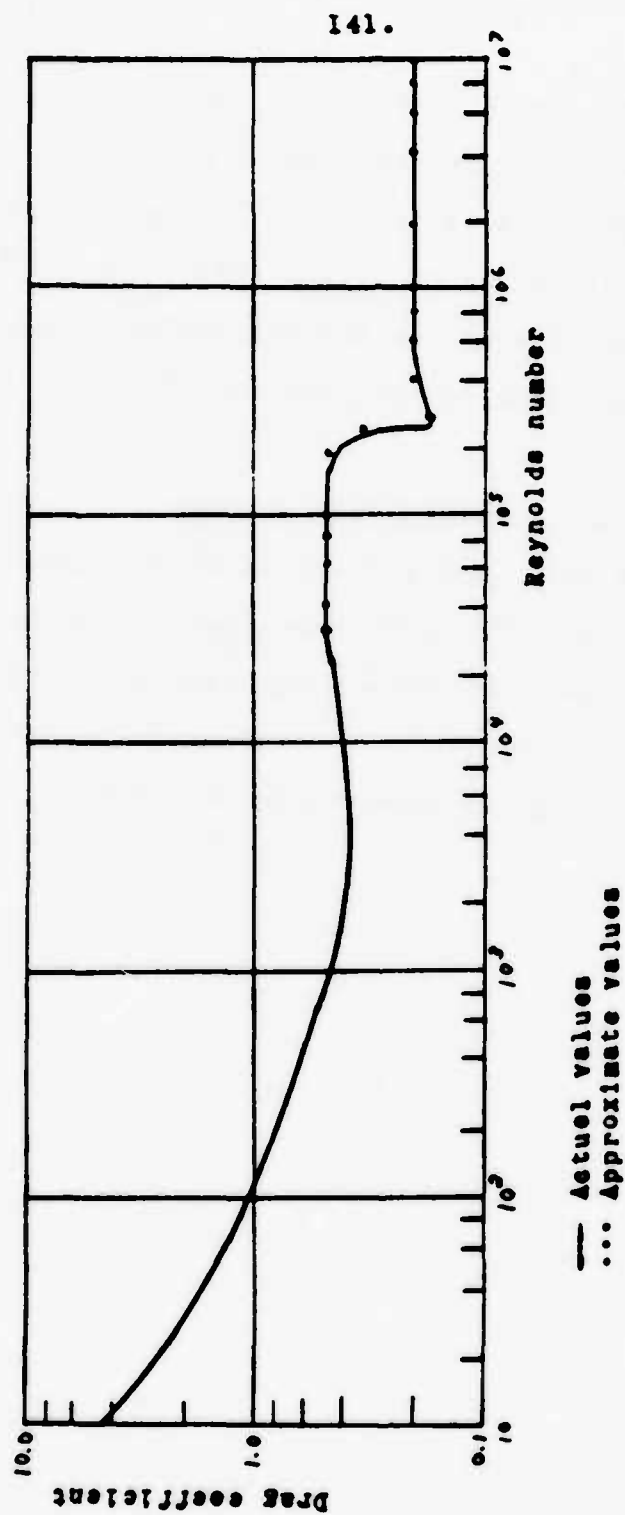


Figure C-4. Actual Drag Coefficients for Spheres

The lower bound for Re is (3.0×10^4) , which, for a 6 foot diameter spherical buoy, corresponds to a drag of 0.09 pounds. The upper bound is (1.0×10^7) . (The maximum value for Re in this study is (1.3×10^6) .) Figure C-4 gives a comparison between the approximations of equations (65) and the actual drag coefficient for a sphere. (28,39)

C.3 Possible Buoy Systems

There are several buoy systems which the program is capable of handling. The present program allows for a maximum of only two subsurface buoys but, with minimal alterations to the program, more buoys could be added. Figures C-5, C-6, and C-7 show the three possible system configurations.

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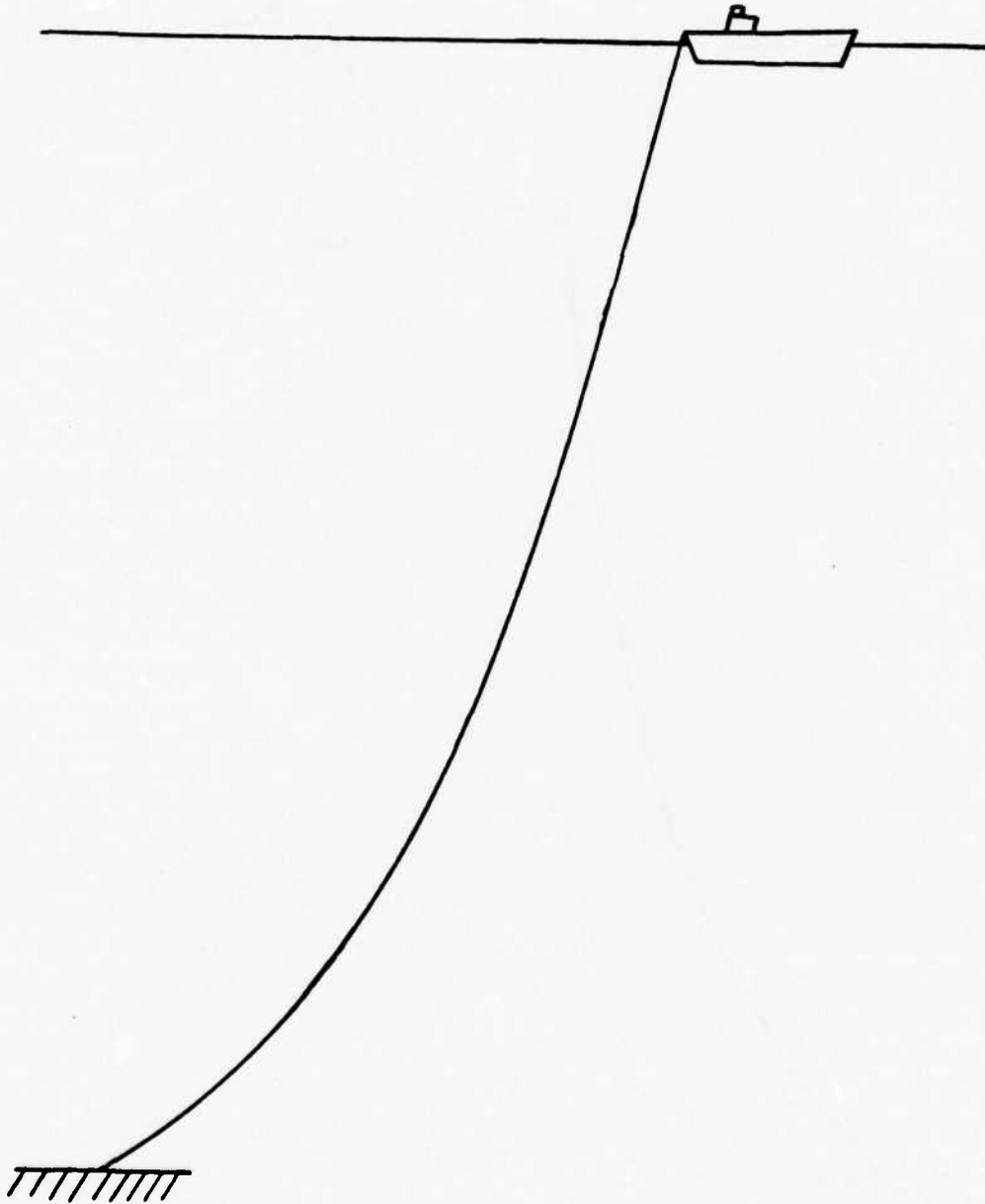


Figure C-5. System With No Buoys

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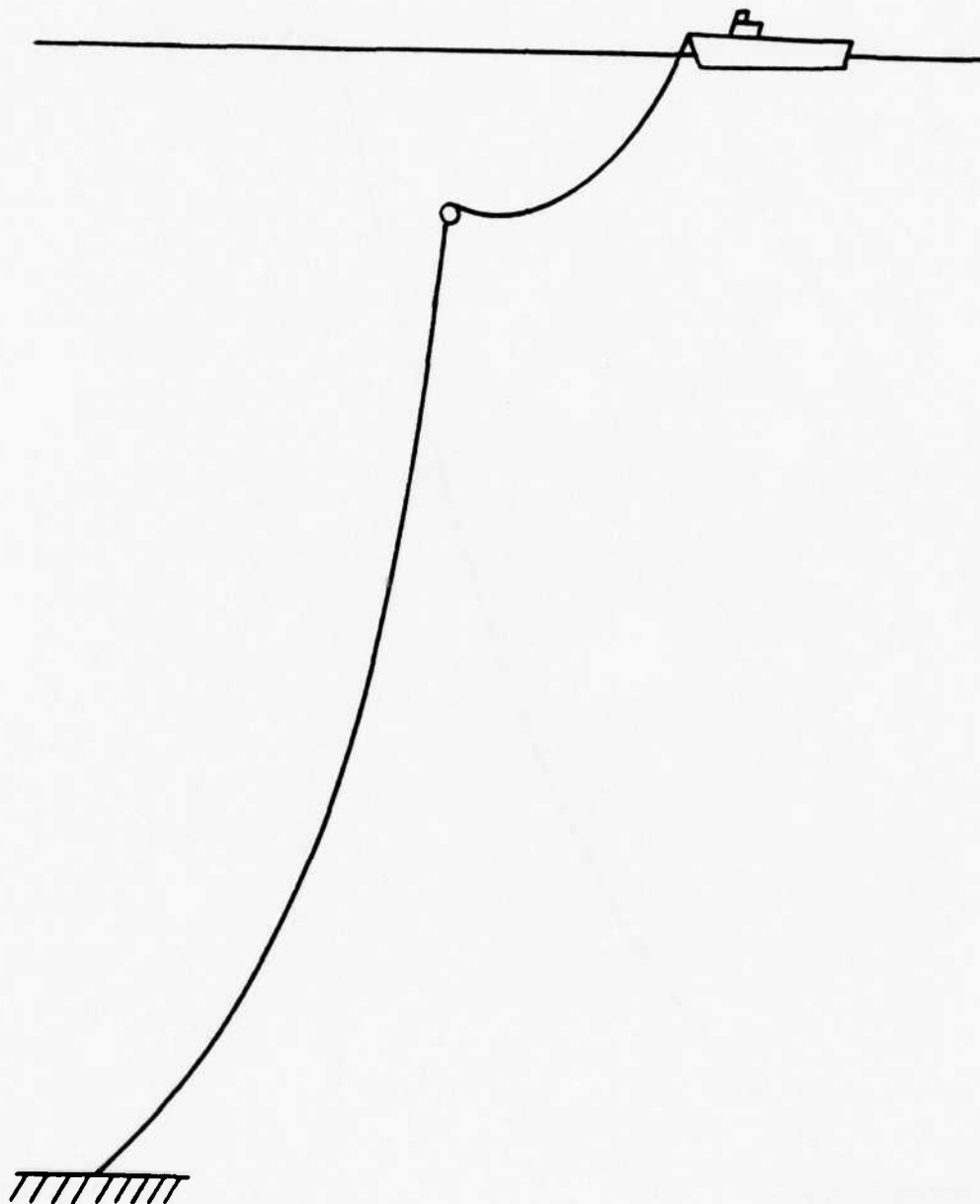


Figure C-6. System With One Buoy

145.

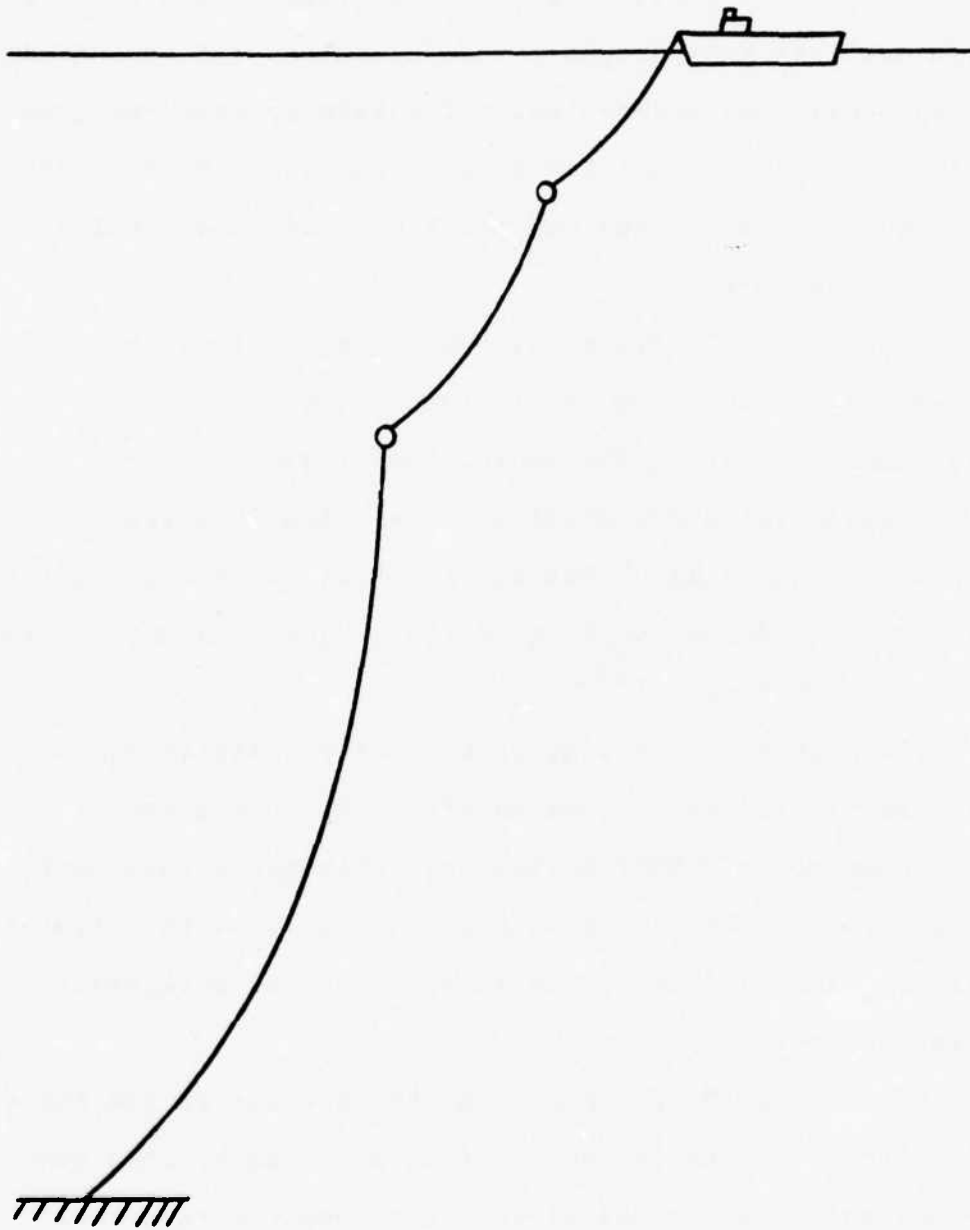


Figure C-7. System With Two Buoys

C-4 Flow Charts

The steady state model is subdivided into a main program and five subroutines. (The dynamic model is included in an additional subroutine.) The main program performs very few calculations; its purpose is to guide the program through the subroutines and print and plot the results. (See figure C-8.)

Subroutine CONFIG specifies the cable equations; it gives the tension, the two angles, and the position at regular intervals along the cable. (See figure C-9.)

Subroutine RUNGE gives a Runge-Kutta numerical solution for the integration of the differential equations. (It is called from CONFIG and from DYNICS.) This subroutine was developed by Whita. (25)

Subroutine ANGLE simply gets any two angles to be between $-\pi$ and π radians or -180 and 180 degrees.

Subroutine SUBSERF solves the force and moment equilibrium equations of the subsurface buoy to give the tension, angles, and position of the second point of attachment. (See figure C-10.)

Subroutine TENCOR corrects the tensions at the anchor in order to reduce the error between the calculated location of the ship and the actual location. (See figure C-11.)

Subroutine DYNICS gives the positions, velocities,

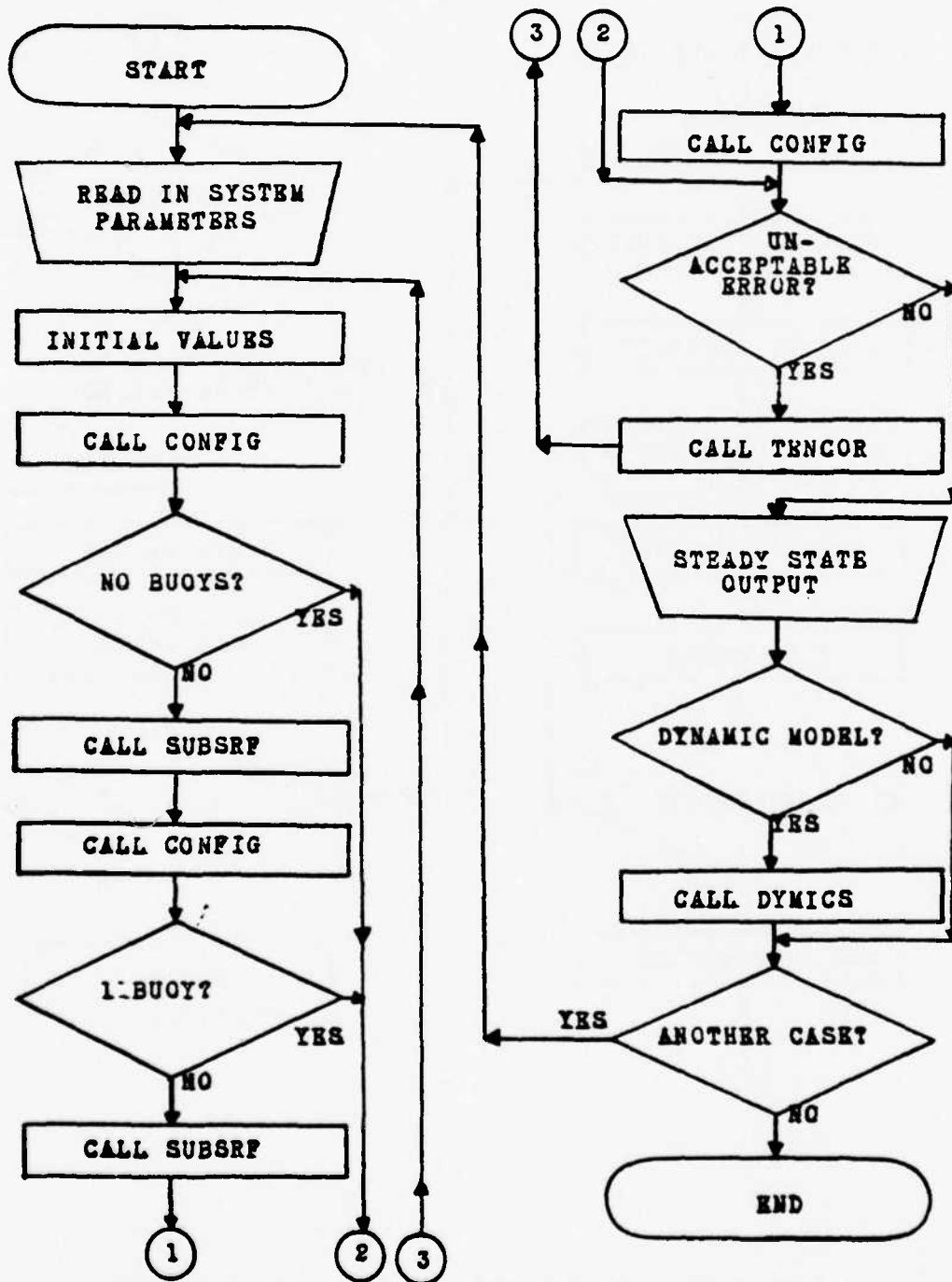


Figure C-8. Flow Chart for Main Program

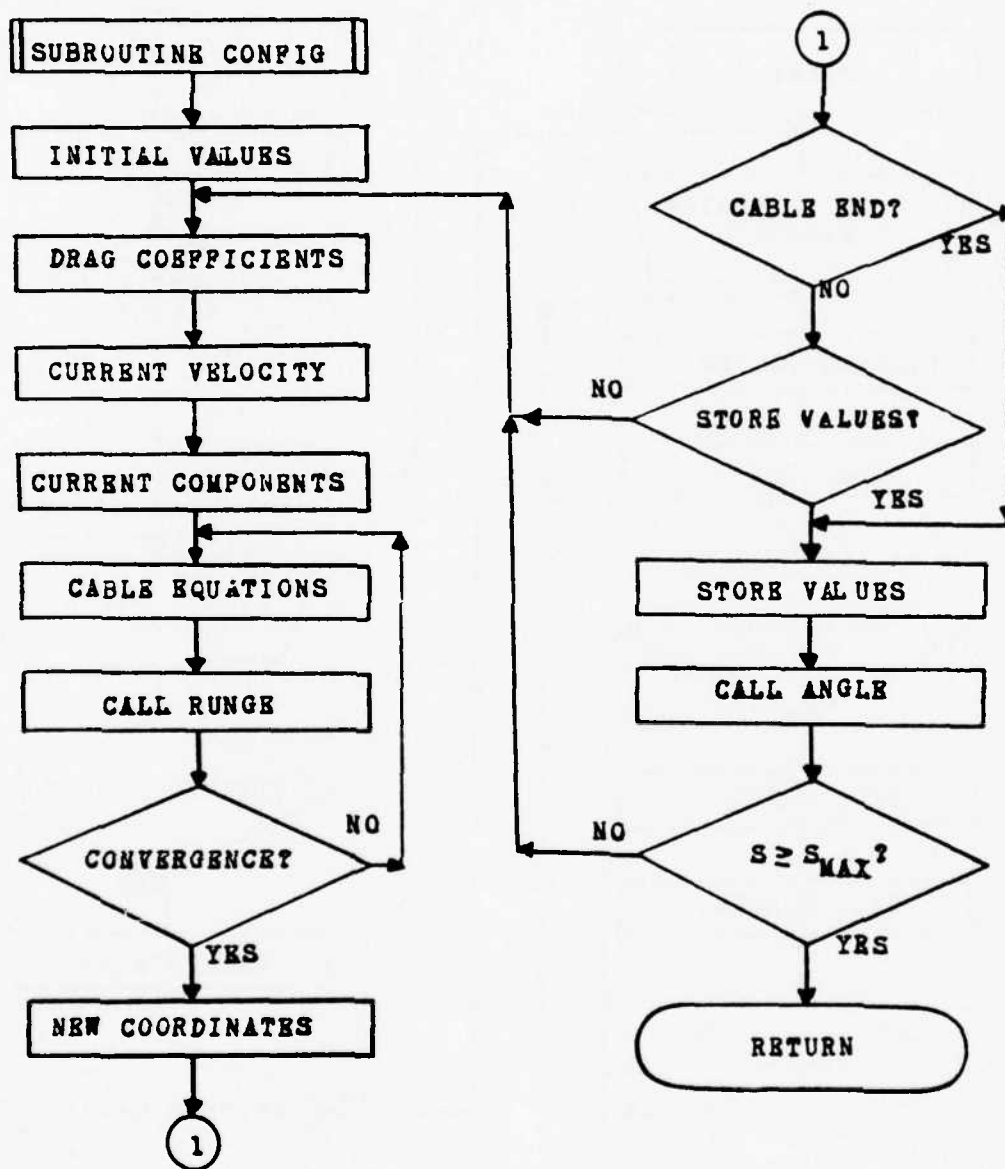


Figure C-9. Flow Chart for Subroutine CONFIG

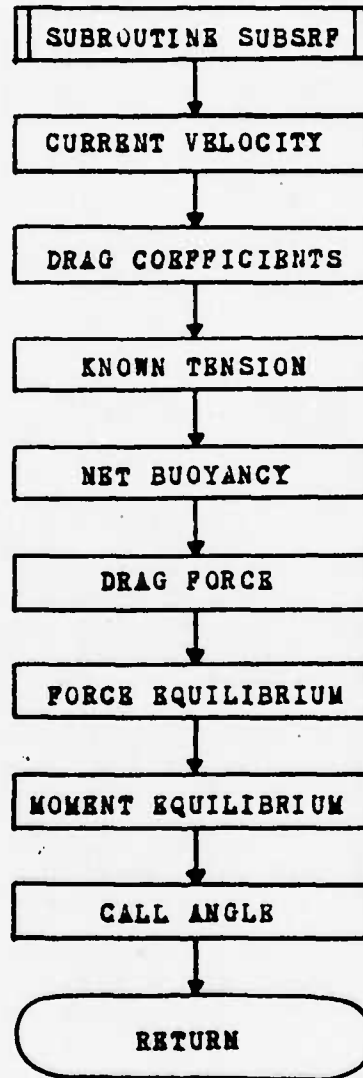


Figure C-10. Flow Chart for Subroutine SUBSRF

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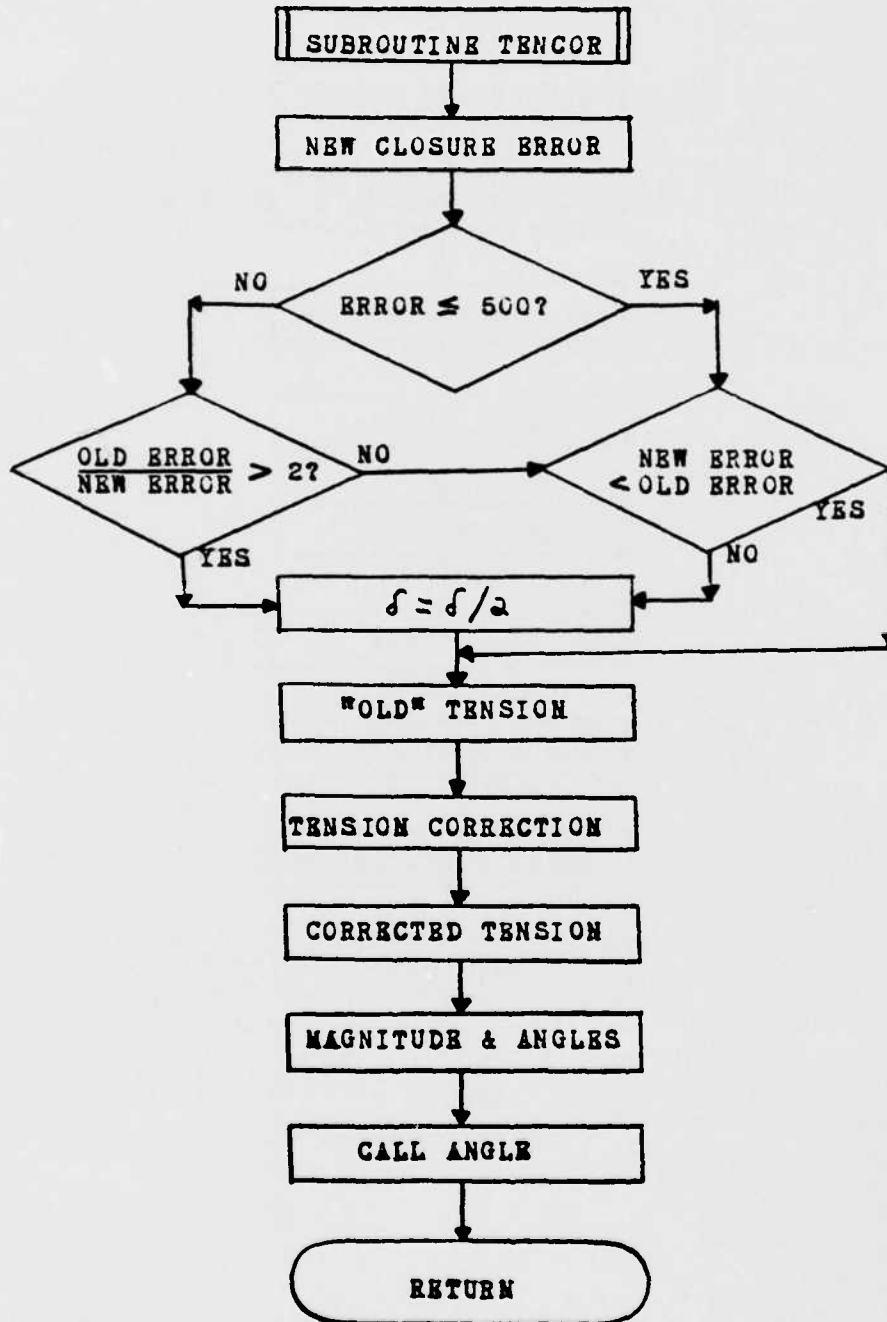


Figure C-11. Flow Chart for Subroutine TENCOR

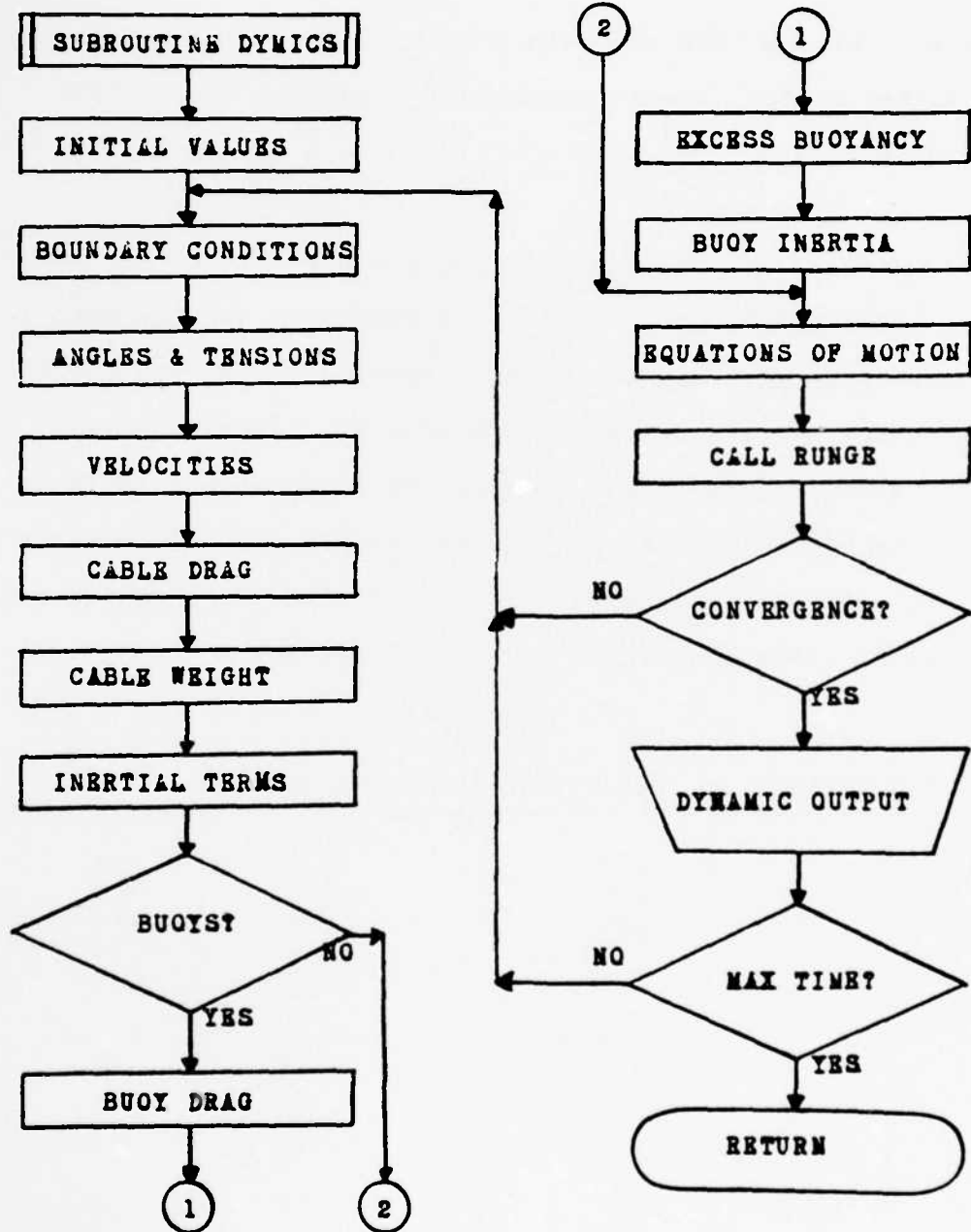


Figure C-12. Flow Chart for Subroutine DYMICS

accelerations, and tensions of the system when it is being excited by the dynamic motions of a surface ship. (See figure C-12.)

C.5 Input Data Cards

The program was designed to allow the user as much freedom as possible in choosing various parameters for the system. Thus, maximum use was made of inputting data. The order and format of each parameter of each card required for the steady state model is given below in table C-1. (Do not include cards 3 to 203 if IDYMIC = 0; do not include cards 104 to 203 if BETA = 0 or 180.)

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
1	NCB	1-10	I10
	NCD	11-20	I10
	NCE	21-30	I10
	IDYMIC	31-40	I10
	IPLOT	41-50	I10
2	RPSLNA	1-10	F10.2
	NOITER	11-20	I10
3	BETA	1-10	F10.6
	TMMAX	11-20	F10.6
4-103	AMPZ	1-10	F10.4
	OMEGA2	11-20	F10.4
	PHANGZ	21-30	F10.4

Table C-1. Order of Input Data Cards

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
104-203	AMPX	1-10	F10.4
	OMEGAX	11-20	F10.4
	PHANGX	21-30	F10.4
204	XCHAR	1-6	A6
	YCHAR	7-12	A6
	ZCHAR	13-18	A6
	XCHRR	19-24	A6
	YCHRR	25-30	A6
	ZCHRR	31-36	A6
	VELX	37-42	A6
	VELY	43-48	A6
	VELZ	49-54	A6
	TEN	55-60	A6
	TIM	61-66	A6
205	CX	1-10	F10.9
	D	11-20	F10.9
	CY	21-30	F10.9
	QB	31-40	F10.9
	THEC	41-50	F10.9
206	IBUOY	1-10	I10
	RA	11-20	F10.2
	PA	21-30	F10.2
	RB	31-40	F10.2
	PB	41-50	F10.2
207	SAD	1-10	F10.3
	EAD	11-20	F10.3
	WAD	21-30	F10.3
	DAD	31-40	F10.3
	DSAD	41-50	F10.3
208	SEG	1-10	F10.3
	REG	11-20	F10.3
	WEG	21-30	F10.3
	DEG	31-40	F10.3
	DSEG	41-50	F10.3

Table C-1. Order of Input Data Cards (Cont'd)

CARD NUMBER	PARAMETER	COLUMNS	FORMAT
209	SGT	1-10	F10.3
	EGT	11-20	F10.3
	WGT	21-30	F10.3
	DGT	31-40	F10.3
	DSGT	41-50	F10.3
210	TITLE	1-6	A6
211	G	1-10	F10.2
	H	11-20	F10.2
	ICASE	21-30	I10

Table C-1. Order of Input Data Cards (Cont'd)

The parameters used in table C-1 may be described as follows:

- NCB = number of times cards 210 and 211 will be repeated for one set of values of cards 1 thru 209.
- MCD = number of times cards 206 thru 211 will be repeated for one set of values of cards 1 thru 205.
- NCE = number of times card 206 will be repeated for one set of values of cards 1 thru 204.
- IDYMIC = 0 if only the steady state model is desired.
 = 1 if both the steady state and dynamic models are desired.
- IPLOT = 0 if no plots are desired.
 = 1 if plots are desired.

- EPSLNA** = maximum closure error at ship (feet) for steady state model.
- NOITER** = maximum number of iterations per case for steady state model.
- BETA** = ship heading in degrees (following seas = 0° , beam seas = 90° , head seas = 180°).
- TMAX** = length of time in seconds for which the dynamic simulation is desired.
- AMPZ** = amplitude in feet of heave of ship at frequency **OMEGAZ** (in radians) and phase angle **PHANGZ** (in radians).
- AMPX** = amplitude in feet of sway of ship at frequency **OMEGAX** (in radians) and phase angle **PHANGX** (in radians).
- XCHAR,**
YCHAR,
ZCHAR = labels on x-axis, y-axis, and z-axis respectively on plots of steady state model.
- XCHRR,**
YCHRR,
ZCHRR = labels on x-axis, y-axis, and z-axis respectively on plots of dynamic model.
- VELX,**
VELY,
VELZ = labels for velocity components in x, y, and z directions respectively on plots of dynamic model.
- TEN** = label for tension on plots of dynamic model.
- TIM** = label for time on plots of dynamic model.
- CX** = current speed in knots at the surface.
- D** = depth in feet above which the current variation is exponential and below which the current variation is linear.
- CY** = current speed in knots at depth D

- CB = current speed in knots at ocean bottom.
- THBC = current direction in degrees, measured positive counterclockwise from the y-axis.
- IBUOY = total number of buoys (0, 1, or 2).
- EA = excess buoyancy in pounds of first buoy (displacement minus buoy air weight).
- PA = density of first buoy in pounds per cubic foot.
- EB = excess buoyancy in pounds of second buoy.
- PB = density of second buoy in pounds per cubic foot.
- SAD = unstretched length of cable in feet between the anchor and the first buoy (between the anchor and ship if no buoys); this length of cable is referred to as the first segment.
- EAD = modulus of elasticity in pounds per square inch of the first segment.
- WAD = weight in water of first segment in pounds per foot.
- DAD = outside diameter in inches of first segment.
- DSAD = strength member diameter in inches of first segment (See figure 1.).
- SEG = unstretched length of cable in feet between the first buoy and the second buoy (between the first buoy and ship if only one buoy); this length of cable is referred to as the second segment
= if no buoys
- EEG,
WEG,
DEG,
DSEG - are analogous to EAD, WAD, DAD, and DSAD respectively, except that they refer to the second segment
= if no buoys

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SGT = unstretched length of cable in feet between
the second buoy and the ship; this length of
cable is referred to as the third segment.
= 0 if no buoys or only one buoy.

EGT,
WGT,
DGT,
DSGT = are analogous to EAD, WAD, DAD, and DSAD
respectively except that they refer to the
third segment.
= 0 if no buoys or only one buoy.

TITLE = title printed on all plots.

G = projected length in feet in the horizontal
plane between the anchor and the ship.

H = water depth in feet.

ICASE = case number.

The order of the cards resembles a large DO loop for
the program:

(DATA CARDS 1 THRU 204)

DO 1 NCBC = 1, NCB

(DATA CARD 205)

DO 2 NCDC = 1, NCD

(DATA CARDS 206 THRU 209)

DO 3 NCBC = 1, NCB

(DATA CARDS 210 THRU 211)

3 CONTINUE
2 CONTINUE
1 CONTINUE

Thus, there is only one of cards 1 thru 204, there are NCB of card 205, there are NCB X NCD of cards 206 thru 209, and there are NCB X NCD X NCB of cards 210 and 211.

This means that the ship's position and water depth are varied first, then the parameters of the cables and buoys, and finally the current velocity.

C.6 Program Convergence and Limitations

The steady state program has been applied to a number of cases; however, they have not been exhaustive. Convergence for the iteration process which finds the tension at the anchor has been found to take place after about 18 to 26 iterations.

Problems have been encountered with certain configurations. Very high tension cases, where the cable must elongate a good deal, are slow to converge. For example, in one such case, the maximum tensions in the cable reached 30,000 pounds after 70 iterations. (Higher tensions were expected.) For the purposes of this study, though, tensions of this magnitude will not exist. (The maximum allowable steady state tension is 8000 pounds due to material limitations.)

Slack cases have also had problems with convergence. A slack mooring, as used here, is defined to be a configuration in which a portion of the lower section of cable remains on the bottom (that is, it lies in the horizontal

plane). For this study, such cases are not of interest for two reasons. First, such tensions will always be in the acceptable range. Second, a slack cable is undesirable because of possible problems with the cable tangling itself.

It should be noted that the program does not account for certain physical constraints on the cable attachment at a subsurface buoy. Certain cases may produce a configuration where the cable "goes inside" the buoy. The program cannot apply this geometrical limitation to the cable angles at the buoy.

This program was run on a UNIVAC 1108 digital computer at the Naval Underwater Systems Center. The approximate CPU time in the steady state was two minutes per case, where the closure error (EPSLNA) was taken to be 10 feet. Approximate CPU time for the dynamic model in minutes was given by

$$\text{CPU time} = 0.004 \left(\frac{\text{TMAX}}{b} \right)$$

where TMAX is time in seconds the system is allowed to run and b is the step size in time (seconds).

Appendix D

SHIP DESCRIPTION

The ship used in this study is one of the Agor class. Its parameters are given in tables D-1 and D-2, where the terms are defined to be:

CB	: block coefficient, defined as volume of the displaced fluid divided by (midship beam · midship draft · ship length between perpendiculars) (nondimensional)
XLBP	: ship length between perpendiculars (feet)
BEAM	: midship beam (feet)
DRAFT	: midship draft (feet)
ICG	: longitudinal center of gravity measured from the waterline (positive up) (feet)
VCG	: vertical center of gravity measured from the waterline (positive up) (feet)
GM	: metacentric height (feet)
RYY	: radius of gyration about the y-axis (feet)
RXX	: radius of gyration about the x-axis (feet)
RZZ	: radius of gyration about the z-axis (feet)
XZI	: mass moment of inertia about the x-z axis (slug · feet squared)
WSURFA	: wetted surface (feet squared)
ST	: station number (P.P. = 0, A.P. = 10) (nondimensional)
XI	: distance to ship station ST measured from amidship positive forward (feet)

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YM : full beam at waterline of station ST (feet)
ZM : draft at station ST (feet)
SIGMA : area coefficient of station ST (defined as section area divided by beam \times draft of station ST) (nondimensional)
ZCB : vertical center of buoyancy of station ST measured from the waterline positive up (feet)
GIRTH : girth of ship station ST (feet)
ALPH : angle between ship side and vertical, required only for INBK = 1 (degrees)
INBK = 1 : sections with a deep U or V shape and small radius at the keel (typically at the forward portion of the ship)
INBK = 3 : sections having a triangular shape as the extreme aft section of a cruiser stern ship
INBK = 4 : sections which are unlikely to produce eddies as the ship rolls

Figure D-1 indicates the coordinate system used at the ship. (This is for the seskeeping program only.)

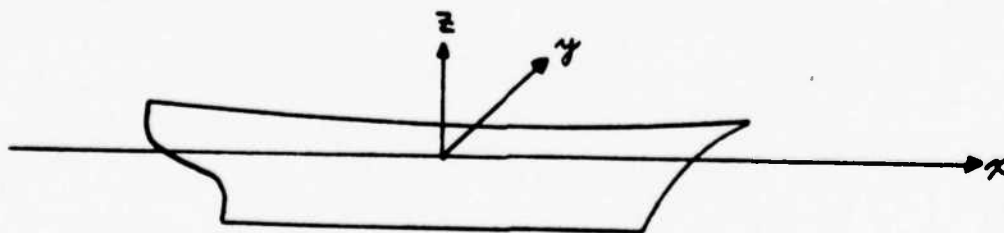


Figure D-1. Coordinate System of Ship

The (x, y, z) coordinates of the point for which motion computations were performed are (98.0, 0, 0). The x coordinate of the origin for motion computations was assumed to be the same as the XCG of the ship. Regular wave frequencies (wave length / ship length) used in this study are given as: 0.2, 0.3, 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.25, 2.5, 2.75, and 3.0.

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CB	= 0.43
XLBP	= 196.0
BEAM	= 39.0
DRAFT	= 14.25
XCG	= -2.0
VCG	= 3.1
GM	= 1.96
RYY	= 49.0
RXX	= 15.6
RZZ	= 49.0
XZI	= 0.0
WSURFA	= 8073.0

Table D-1. Ship Parameters

ST	XI	YM	ZM	SIOMA	ZCB	GIRTH	ALPH	INBK
0	98.0	0.0	0.0	0.000	0.0	26.8		4
1	88.2	4.2	13.2	0.538	-4.3	29.8	10.0	1
1	78.4	9.0	13.8	0.598	-4.4	38.7	17.0	1
2	58.8	18.8	13.9	0.678	-4.4	56.6	21.0	1
3	39.2	28.6	14.1	0.736	-4.8	71.5		4
4	19.6	36.0	14.2	0.768	-5.0	84.9		4
5	0.0	33.0	14.2	0.792	-5.1	90.8		4
6	-19.6	39.0	14.2	0.736	-4.9	92.3		4
7	-39.2	36.8	14.1	0.644	-4.6	77.4		4
8	-58.8	31.6	14.0	0.504	-3.9	61.0		3
9	-78.4	20.2	13.9	0.336	-3.0	56.6		3
9 1/2	-88.2	11.6	3.0	0.488	-1.2	23.8		3
10	-98.0	0.0	0.0	0.000	0.0	0.0		4

Table D-2. Ship Station Parameters

165.

Appendix B

COMPUTER PROGRAM LISTING

This appendix contains the program used to simulate
the cable-buoy-ship systems described in this study.

WU-51 STEADY STATE
FOR 01-01/11/77-04156:42 (1.0)

PAIII PHUGRAH

STORAGE USED: LOU(1) 003227; DATA(6) 004370; BLANK COMMON(2) 000000

EXTERNAL REFERENCES (BLOCK, NAME)

0003 LOU-16
0004 SUBSHF
0005 TENCOR
0006 MOUES6
0007 SETSAG
0010 REGI13
0011 URA-16
0012 SUBJ30
0013 GRPH30
0014 PH130
0015 YAC-30
0016 PAU-6
0017 SUB-66
0020 GRAPH6
0021 POINT6
0022 LINES6
0023 EX116
0024 DYNICS
0025 NINTMS
0026 MRU-3
0027 N1023
0030 AL00
0031 CBMT
0032 NPRTS
0033 SURI
0034 NSTUPS

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0000	003706	10F	0001	003106	1030L	0001	001770	10416	0001	003135	1050L	0001	002027	1076G
0000	003736	109F	0000	003701	11F	0000	003742	110F	0001	003207	1100L	0001	001407	111L
0000	003754	112F	0001	002064	1126G	0001	001413	113L	0000	003700	12F	0000	003745	120F
0001	002320	1226G	0001	002356	1245G	0001	002415	1264G	0001	000033	135G	0001	003022	1360G
0001	003047	1375G	0001	003075	1412G	0001	003110	1424G	0001	000057	151G	0000	004014	160F
0001	001436	161L	0000	004027	162F	0001	001442	163L	0001	000072	166G	0000	004041	170F
0000	004053	176F	0000	004054	180F	0001	001473	195L	0000	003721	20F	0000	003715	21F
0000	004066	210F	0000	004076	212F	0001	000154	22L	0000	004121	220F	0000	004104	226F
0001	000155	23L	0001	001637	230L	0000	003714	24F	0000	004142	240F	0001	001613	243L
0001	001633	244L	0000	003723	25F	0000	004152	250F	0000	003710	26F	0000	004166	260F
0001	001650	261L	0001	001644	262L	0001	001677	263L	0000	004176	270F	0001	000116	28L
0000	004205	280F	0001	000451	30L	0001	000076	32L	0000	003712	38F	0001	000070	39L
0000	004217	350F	0000	004236	360F	0000	000467	361F	0001	001777	362L	0001	000076	37L
0000	000156	38L	0000	004273	390F	0001	000252	39L	0000	004300	390F	0000	003717	40F
0001	004304	410F	0000	004313	419F	0001	002110	421L	0000	004310	430F	0000	003725	46F
0001	000627	48L	0001	000730	49L	0001	001112	491L	0001	001133	492L	0001	001153	403L
0001	004271	51L	0001	001362	550L	0001	001010	58L	0001	001105	59L	0001	002543	600L


```

00517 2940 IF (1SHF1.EQ.1) HEM1A
00521 2950 IF (1SHF2.EQ.1) HEM1A
00523 2960 ENS=SQRT((XJ)**2+(YJ-U)**2+(ZJ-V)**2)
00524 2970 HEM1U=H1A+1.20KA
00525 2980 HEM1U=H1A+1.20KA
00526 2990 IF (1SHF1.EQ.1) HEM1U
00527 3000 TOLD=VJ
00528 3010 ZOLD=ZJ
00529 3020 IF (ERS.LE.EPSLNA) GO TO 550
00530 3030 IF (LRU.GT.ECC000.1) GO TO 550
00531 3040 IF (1TLN15.GE.NO1TLN) GO TO 550
00532 3050
00533 3060
00534 3070
00535 3080
00536 3090
00537 3100
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00539 3120
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01251 5220 IF (XT(M),GE,XMAX) XMAX=XT(M)
01252 5230 IF (YT(M),GE,YMAX) YMAX=YT(M)
01253 5240 IF (ZT(M),GE,ZMAX) ZMAX=ZT(M)
01254 5250 CONTINUE
01255 5260 DO 650 N=1,LU
01256 5270 IF (IBUOY,EQ,1) GO TO 660
01257 5280 IF (AU(M),LE,XMIN) XFIN=XU(M)
01258 5290 IF (AU(M),GE,XMAX) XFAK=XU(M)
01259 5300 IF (YU(M),GE,YMAX) YFAK=YU(M)
01260 5310 IF (ZU(M),GE,ZMAX) ZFAK=ZU(M)
01261 5320 CONTINUE
01262 5330 660 CONTINUE
01263 5340 CALL SUBJG(P,0,XS,Y5,6,XCHAR,6,YCHAR,6,TITLE)
01264 5350 CALL GRAPG(P,0,XS,Y5,6,XCHAR,6,YCHAR,6,TITLE)
01265 5360 CALL POINTG(P,LS,XS,Y5)
01266 5370 CALL LINE5G(P,LS,XS,Y5)
01267 5380 IF (IBUOY,EQ,0) GO TO 600
01268 5390 CALL POINTG(P,LT,XT,YT)
01269 5400 CALL LINE5G(P,LT,XT,YT)
01270 5410 IF (IBUOY,EQ,1) GO TO 600
01271 5420 CALL POINTG(P,LU,XU,YU)
01272 5430 CALL LINE5G(P,LU,XU,YU)
01273 5440 CONTINUE
01274 5450 600 CONTINUE
01275 5460 CALL SUBJG(P,YMIN,ZMIN,YMAX,ZMAX)
01276 5470 CALL GRAPG(P,0,XS,Z5,6,XCHAR,6,ZCHAR,6,TITLE)
01277 5480 CALL POINTG(P,LS,XS,Z5)
01278 5490 CALL LINE5G(P,LS,XS,Z5)
01279 5500 IF (IBUOY,EQ,0) GO TO 610
01280 5510 CALL POINTG(P,LT,YT,ZT)
01281 5520 CALL LINE5G(P,LT,YT,ZT)
01282 5530 IF (IBUOY,EQ,1) GO TO 610
01283 5540 CALL POINTG(P,LU,YU,ZU)
01284 5550 CALL LINE5G(P,LU,YU,ZU)
01285 5560 CONTINUE
01286 5570 610 CONTINUE
01287 5580 CALL SUBJG(P,0,1,1)
01288 5590 CALL GRAPG(P,0,XS,Z5,6,XCHAR,6,ZCHAR,6,TITLE)
01289 5600 CALL POINTG(P,LS,XS,Z5)
01290 5610 CALL LINE5G(P,LS,XS,Z5)
01291 5620 IF (IBUOY,EQ,0) GO TO 620
01292 5630 CALL POINTG(P,LT,XT,ZT)
01293 5640 CALL LINE5G(P,LT,XT,ZT)
01294 5650 IF (IBUOY,EQ,1) GO TO 620
01295 5660 CALL POINTG(P,LU,XU,ZU)
01296 5670 CALL LINE5G(P,LU,XU,ZU)
01297 5680 CONTINUE
01298 5690 620 CONTINUE
01299 5700 CALL PAGEG(P,0,1,1)
01300 5710 CALL EXITG(P)
01301 5720 999 CONTINUE
01302 5730 C
01303 5740 C
01304 5750 C
01305 5760 C
01306 5770 IF (IDYNAMIC,1) GO TO 1000
01307 5780 DO 1030 N=1,N5G1

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01302 01302 DS(N)=USAU/12.
01303 01303 DOUT(I)=UAD/12.
01304 01304 ECU(N)=EAD*144.
01305 01305 WCB(N)=WAD
01306 01306 1000 CONTINUE
01307 01307 IF(IIDUUY.EQ.0) GO TO 1030
01308 01308 ME=NSOI*1
01309 01309 ME=NSOI*NSG2
01310 01310 DO 1010 N=ND,NL
01311 01311 DS(N)=USEG/12.
01312 01312 DOUT(I)=DEG/12.
01313 01313 ECU(N)=EE*144.
01314 01314 WCB(N)=WE*
01315 01315 1010 CONTINUE
01316 01316 IF(IIDUUY.EQ.1) GO TO 1030
01317 01317 ME3=ME*1
01318 01318 ME3=ME*NSG3
01319 01319 UO 1020 N=ND,NL,ME3
01320 01320 DS(N)=USG1/12.
01321 01321 DOUT(I)=DGT/12.
01322 01322 ECU(N)=EG*144.
01323 01323 WCB(N)=WG*
01324 01324 1020 CONTINUE
01325 01325 1030 CONTINUE
01326 01326 DO 1040 N=1,6
01327 01327 RADIN=0.
01328 01328 EAD(N)=0.
01329 01329 WT(N)=0.
01330 01330 1040 CONTINUE
01331 01331 IF(IIDUUY.EQ.0) GO TO 1050
01332 01332 EAD(N)=EA
01333 01333 WT(N)=WA
01334 01334 IF(IIDUUY.EQ.1) GO TO 1050
01335 01335 RAD(S)=RB
01336 01336 EXB(S)=EB
01337 01337 WT(S)=WB
01338 01338 1050 CONTINUE
01339 01339 CALL UTMICSI(XI,X(Y,Z),Z,DS,ECB,DL,6,H,CX,CZ,CU,D,THEC,
01340 01340 IUDUT,RIHUB,ACH,IIDUUY,RAD,EXB,WT,TMMAX,XCHAR,ZCHAR,XCHRR
01341 01341 Z,YCHRR,ZCMRR,VELX,VELY,VELZ,TEN,TIM,TITLE,IPLUT,AMPX,AMPZ,OMEGA,X,
01342 01342 JOMEGA,Z,PHANG,PHANGZ)
01343 01343 1100 CONTINUE
01344 01344 C
01345 01345 C GO BACK TO BEGINNING OF PROGRAM TO READ IN NEW VALUES FOR NEXT
01346 01346 C CASE ON END PROGRAM
01347 01347 C
01348 01348 IF(INCUC.LT.MCB) GO TO 39
01349 01349 IF(INCUC.LT.MCO) GO TO 38
01350 01350 IF(INCUC.LT.MCE) GO TO 28
01351 01351 STOP
01352 01352 END

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END OF COMPIATION I.J. DIAGNOSTICS.

06-01-77 16:16


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00203 760 SPECIFY OR CALCULATE NORMAL AND TANGENTIAL (HAG COEFFICIENTS
00204 770 FOR CABLE
00205 780 RE IS MEYHOUS NUMBER
00206 790
00207 800
00208 810 RE=V*GUM/L*G-5
00209 820 CUM=1.2*EXP(-(H*E-2.0E2)/R.0E3))
00210 830 CUM2=0.9*EXP(-(H*E-2.5E3)/R.3E4))
00211 840 CUM3=1.2
00212 850 IF (H*E-2.0E2-ANL*H*E*LT.2.5E3) CUM=CUM1
00213 860 IF (H*E-2.5E3-ANL*H*E*LT.1.5E4) CUM=CUM2
00214 870 IF (H*E-1.5E4-ANL*H*E*LT.2.0E5) CUM=CUM3
00215 880 CUM1=0.0001*EXP(-(H*E-2.0E3)/2.2E5))
00216 890 IF (H*E-2.0E3-ANL*H*E*LT.2.0E5) CUM=CUM1
00217 900
00218 910 CALCULATE CURRENT COMPONENTS III INERTIAL COORDINATES
00219 920
00220 930 U=-V*G*H*E*LT
00221 940 V=-V*G*H*E*LT
00222 950 W=0.
00223 960
00224 970 CALCULATE CURRENT COMPONENTS III CABLE COORDINATES
00225 980
00226 990 UCC=U*G*H*E*LT+V*G*H*E*LT
00227 1000 VCC=U*G*H*E*LT+V*G*H*E*LT
00228 1010 WCC=U*G*H*E*LT+V*G*H*E*LT
00229 1020
00230 1030 STEADY STATE EQUATIONS
00231 1040
00232 1050 IF (H*E-2.0E2-ANL*H*E*LT.2.5E3) R(1)=1.
00233 1060 CUM=CUM1
00234 1070 IF (CUM=CUM1) CUM=0.0001
00235 1080 WCC=U*G*H*E*LT+V*G*H*E*LT
00236 1090 IF (CUM=CUM1) CUM=0.0001
00237 1100 IF (CUM=CUM1) CUM=0.0001
00238 1110 IF (CUM=CUM1) CUM=0.0001
00239 1120 IF (CUM=CUM1) CUM=0.0001
00240 1130 IF (CUM=CUM1) CUM=0.0001
00241 1140 IF (CUM=CUM1) CUM=0.0001
00242 1150 IF (CUM=CUM1) CUM=0.0001
00243 1160 IF (CUM=CUM1) CUM=0.0001
00244 1170 IF (CUM=CUM1) CUM=0.0001
00245 1180 IF (CUM=CUM1) CUM=0.0001
00246 1190 IF (CUM=CUM1) CUM=0.0001
00247 1200 IF (CUM=CUM1) CUM=0.0001
00248 1210 IF (CUM=CUM1) CUM=0.0001
00249 1220 IF (CUM=CUM1) CUM=0.0001
00250 1230 IF (CUM=CUM1) CUM=0.0001
00251 1240 IF (CUM=CUM1) CUM=0.0001
00252 1250 IF (CUM=CUM1) CUM=0.0001
00253 1260 IF (CUM=CUM1) CUM=0.0001
00254 1270 IF (CUM=CUM1) CUM=0.0001
00255 1280 IF (CUM=CUM1) CUM=0.0001
00256 1290 IF (CUM=CUM1) CUM=0.0001
00257 1300 IF (CUM=CUM1) CUM=0.0001
00258 1310 IF (CUM=CUM1) CUM=0.0001
00259 1320 IF (CUM=CUM1) CUM=0.0001

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YI=1
ZF=Z
IF=R(1)
IF=R(2)
PHI=R(3)
UM=UM*12.0
DO=DO*12.0
WC=WCCC
RETURN
END

00352 190
00353 191
00354 192
00355 193
00356 194
00357 195
00358 196
00359 197
00360 198
00361 199

END OF COMPILE: NO DIAGNOSTICS.

OF UN, S1 NAME, P, NAME
FOR DECO-01/11/77-04)57:19 (1.0)

SUBROUTINE NAME ENTRY POINT 000133

STORAGE USED (000101) DATA(0) 000104) BLANK COMMON(12) 000000

INTERNAL REFERENCES (BLOCK, NAME)

0003 NAME28
0004 NAME38

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

ADDRESS	DATA	TYPE	RELATIVE LOCATION	NAME
0001	000020 IL	0001	000120 10L	0001 000022 107G
0001	000027 AL	0001	000031 4L	0001 000035 5L
0000	000053 A	0000	1 000052 1	0000 000066 INJPS

ADDRESS	DATA	TYPE	RELATIVE LOCATION	NAME
00101	000002	0001	000053 120G	0001 000101 130G
00102	000002	0001	000073 7L	0001 000116 9L
00103	000005	0000	R 000000 0	
00104	000002	000002		
00105	000005	000005		
00106	000022	000022		
00107	000023	000023		
00108	000025	000025		
00109	000027	000027		
00110	000031	000031		
00111	000035	000035		
00112	000053	000053		
00113	000060	000060		
00114	000067	000067		
00115	000071	000071		
00116	000101	000101		
00117	000111	000111		
00118	000112	000112		
00119	000114	000114		
00120	000116	000116		
00121	000120	000120		
00122	000161	000161		

END OF CALCULATION: NO DIAGNOSTICS.

WFO-51 ANGLE-ANGLE
FOM 0620-01/11/77-UNIT57121 (00)

SUBROUTINE ANGLE ENTRY POINT 000063

SIGNATURE USEVI (000075; DATA(01 000017; BLANK COMMON(2) 000000

EXTERNAL REFERENCES (BLOCK, NAME)

0003 NEMH38

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0001 000023 1156 0001 000023 409L 0001 000034 410L 0001 000040 411L 0001 000044 412L
0000 M 000000 A 0000 000011 INJP'S 0000 1 000005 N 0000 R 000002 SEMI 0000 R 000004 SFMID
0000 M 000003 SEMIM

00101 10 SUBROUTINE ANGLE(THETA, PHI, NRADI
00101 20 C
00101 30 C THIS SUBROUTINE GETS THETA AND PHI TO BE BETWEEN -3.14 AND +3.14
00101 40 C HAUJANS IF THAU=1 OR BETWEEN -180 AND +180 DEGREES IF NRAD=0
00101 50 C
00101 60 C
00101 70 C
00101 80 C
00101 90 C
00101 100 C
00101 110 C
00101 120 C
00101 130 C
00101 140 C
00101 150 C
00101 160 C
00101 170 C
00101 180 C
00101 190 C
00101 200 C
00101 210 C
00101 220 C
00101 230 C
00101 240 C
00101 250 C
00101 260 C
00101 270 C
00101 280 C
00101 290 C

END OF SUBROUTINE IN DIAGNOSTICS.

SUBMILLINE SUBSF
 ENITY POINT 000637

STORAGE USED(1) 0007361 DATA(6) 0001201 BLANK COMMON(2) 000000

LITERATURE REFERENCES (BLOCK, NAME)

0003	ANGLE
0004	EXP
0005	LOS
0006	SIN
0007	ATAN
0010	SURF
0011	MEMMJS

ASSIGNMENT ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0001	000056	19L	0001	000443	50L	0001	000502	55L	0001	000266	99L	0000	R	000023	AEK
0000	M	000024	AEY	0000	M	000025	AEZ	0000	M	000020	B	0000	R	000013	CDS
0000	M	000010	CD51	0000	M	000010	CD52	0000	M	000011	CD53	0000	R	000014	C
0000	M	000035	C2	0000	M	000036	C3	0000	M	000021	LFK	0000	R	000012	CD54
0000	M	000030	1E4H4K	0000	M	000035	1N4P3	0000	M	000006	RE	0000	R	000022	QFY
0000	M	000033	1H4E2	0000	M	000015	1BEDX	0000	M	000016	1BEUY	0000	R	000031	TR0EX
0000	M	000026	1H4P	0000	M	000005	VC	0000	M	000000	X	0000	R	000017	TR0EY
0000	M	000051	1U4P	0000	M	000002	Z	0000	M	000003	ZAP	0000	R	000042	XDB
												0000	M	000004	ZAPM
												0000	R	000040	Z0R

000101	10	SUBROUTINE SUBSRF (IKRON,MUP,WS,INS,RHOW,TBEL,TMBEL,PHBEL,ALCUL,YLD,ZE	000000
000101	40	10,IG,HHNC,TUDE,THUDE,PHUDE,XUDE,YUDE,ZUDE,LXX,DXA,THEC,CZZ,CU)	000000
000101	50	C	000000
000101	40	C	000000
000101	50	C	000000
000101	60	C	000000
000103	70	X=ED	000000
000104	80	Y=ED	000000
000105	90	Z=LD	000003
000106	100	ZAP=M-Z	000005
000107	110	IF (ZAP.GE.LXX) ZAP=DXA	000007
000111	120	ZAP=ZAP+CLZ	000013
000112	130	ZAP=M-Z	000021
000113	140	IF (L.CUL) ZM=M=0.	000024
000115	150	VC=(CAA+AP(ZAPM))*0.669	000026
000116	160	IF (LAP.LE.DXA) GO TO 19	000033
000120	170	VC=(0.1.669*(Z/(M-DXA)))*(VC-CU*0.669)	000041
000121	180	19 CONTINUE	000045
000121	190	C	000056
000121	200	C	000056
000121	210	C	000056
000121	220	C	000056

END OF COMPILATION

WUN,51 IEMCON,ELI,COM
FOM 0628-01/11/77-04157124 1.01

SLROUTINE IEMCON ENTRY POINT 000226

STORAGE USAGE (WUE(11 0003<1) DATA(01 0000<1) BLANK COMMON(2) 0000<0

EXTERNAL REFERENCES (BLOCK, NAME)

0003 ANGLE
0004 SMI
0005 COS
0006 SIN
0007 ATAN
0010 MERR33

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0001	000056	100L	0001	000211	110L	0001	000057	190L	0001	000102	230L	0001	000067	270L
0001	000077	200L	0001	000102	300L	0001	000207	500L	0001	000043	70L	0001	000053	80L
0000	M	000004	DELX	0000	M	000005	DELY	0000	M	000006	DELT	0000	R	000007
0000	M	000007	TTAN	0000	R	000010	TTNY	0000	M	000011	TTN2	0000	R	000009
0000	R	000003	ITZ	0000	R	000010	TTN2	0000	R	000001	TTX	0000	R	000002

00101	10	SLROUTINE IEMCON(EPS,Y,Z,ERRORP,DELTA,TNSONT,THEIAT,PHIT,XT,YT,Z	000000
00101	20	AT,TCUSONN,THEIAT,P1,PH,ERRORN,DELTAN,LTEP,ITERIS)	000000
00101	30	C	000000
00101	40	C	000000
00101	50	CALCULATE NEW CLOSURE ERROR	000000
00101	60	L	000000
00101	70	ERRORN=(0.-XT)*2+(Y-TT)*2*(Z-ZT)*2	000000
00101	80	ERRORN=SQRT(ERRORN)	000012
00101	90	L	000012
00101	100	C	000012
00101	110	C	000012
00101	120	C	000016
00101	130	C	000016
00101	140	C	000021
00101	150	C	000021
00101	160	C	000023
00101	170	C	000023
00101	180	C	000023
00101	190	C	000023
00101	200	C	000024
00101	210	C	000027
00101	220	C	000033
00101	230	C	000037
00101	240	C	000043
00101	250	C	000043
00101	260	C	000046
00101	270	C	000051

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00125 270 60 CONTINUE
00126 280 DELTA=DELTA/2.
00127 290 100 CONTINUE
00128 300 GO TO 230
00129 310 190 CONTINUE
00130 320 IF (ERRORN.LL.500.) GO TO 270
00131 330 IF (ERRN.G1.2.0) GO TO 280
00132 340 270 CONTINUE
00133 350 IF (ERRORN.L1.ERRORN) GO TO 300
00134 360 DELTA=DELTA/1.2
00135 370 GO TO 300
00136 380 280 CONTINUE
00137 390 DELTA=DELTA/1.2
00138 400 300 CONTINUE
00139 410 230 CONTINUE
00140 420 L
00141 430 C
00142 440 C
00143 450 ITA=INSONT*SIN(THETA1)*COS(PH1)
00144 460 TTY=INSONI*COS(THETA1)*COS(PH1)
00145 470 TTZ=INSONI*SIN(PH1)
00146 480 C
00147 490 C
00148 500 C
00149 510 DELX=(DELTA/ERRORN)*IX)*(-1.)
00150 520 DELY=(DELTA/ERRORN)*(YT-Y)*(-1.)
00151 530 DELZ=(DELTA/ERRORN)*(ZT-Z)*(-1.)
00152 540 C
00153 550 C
00154 560 C
00155 570 L
00156 580 L
00157 590 L
00158 600 L
00159 610 L
00160 620 L
00161 630 L
00162 640 L
00163 650 L
00164 660 L
00165 670 L
00166 680 L
00167 690 L
00168 700 L
00169 710 L
00170 720 L
00171 730 L
00172 740 L
00173 750 L
00174 760 L
00175 770 L
00176 780 L
00177 790 L
00178 800 L
00179 810 L
00180 820 L
00181 830 L
00182 840 L
00183 850 L
00184 860 L
00185 870 L
00186 880 L
00187 890 L
00188 900 L
00189 910 L
00190 920 L
00191 930 L
00192 940 L
00193 950 L
00194 960 L
00195 970 L
00196 980 L
00197 990 L
00198 1000 L
00199 1010 L
00200 1020 L
00201 1030 L
00202 1040 L
00203 1050 L
00204 1060 L
00205 1070 L
00206 1080 L
00207 1090 L
00208 1100 L
00209 1110 L
00210 1120 L
00211 1130 L
00212 1140 L
00213 1150 L
00214 1160 L
00215 1170 L
00216 1180 L
00217 1190 L
00218 1200 L
00219 1210 L
00220 1220 L
00221 1230 L
00222 1240 L
00223 1250 L
00224 1260 L
00225 1270 L
00226 1280 L
00227 1290 L
00228 1300 L
00229 1310 L
00230 1320 L
00231 1330 L
00232 1340 L
00233 1350 L
00234 1360 L
00235 1370 L
00236 1380 L
00237 1390 L
00238 1400 L
00239 1410 L
00240 1420 L
00241 1430 L
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00243 1450 L
00244 1460 L
00245 1470 L
00246 1480 L
00247 1490 L
00248 1500 L
00249 1510 L
00250 1520 L
00251 1530 L
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00255 1570 L
00256 1580 L
00257 1590 L
00258 1600 L
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00276 1780 L
00277 1790 L
00278 1800 L
00279 1810 L
00280 1820 L
00281 1830 L
00282 1840 L
00283 1850 L
00284 1860 L
00285 1870 L
00286 1880 L
00287 1890 L
00288 1900 L
00289 1910 L
00290 1920 L
00291 1930 L
00292 1940 L
00293 1950 L
00294 1960 L
00295 1970 L
00296 1980 L
00297 1990 L
00298 2000 L
00299 2010 L
00300 2020 L
00301 2030 L
00302 2040 L
00303 2050 L
00304 2060 L
00305 2070 L
00306 2080 L
00307 2090 L
00308 2100 L
00309 2110 L
00310 2120 L
00311 2130 L
00312 2140 L
00313 2150 L
00314 2160 L
00315 2170 L
00316 2180 L
00317 2190 L
00318 2200 L
00319 2210 L
00320 2220 L
00321 2230 L
00322 2240 L
00323 2250 L
00324 2260 L
00325 2270 L
00326 2280 L
00327 2290 L
00328 2300 L
00329 2310 L
00330 2320 L
00331 2330 L
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00333 2350 L
00334 2360 L
00335 2370 L
00336 2380 L
00337 2390 L
00338 2400 L
00339 2410 L
00340 2420 L
00341 2430 L
00342 2440 L
00343 2450 L
00344 2460 L
00345 2470 L
00346 2480 L
00347 2490 L
00348 2500 L
00349 2510 L
00350 2520 L
00351 2530 L
00352 2540 L
00353 2550 L
00354 2560 L
00355 2570 L
00356 2580 L
00357 2590 L
00358 2600 L
00359 2610 L
00360 2620 L
00361 2630 L
00362 2640 L
00363 2650 L
00364 2660 L
00365 2670 L
00366 2680 L
00367 2690 L
00368 2700 L
00369 2710 L
00370 2720 L
00371 2730 L
00372 2740 L
00373 2750 L
00374 2760 L
00375 2770 L
00376 2780 L
00377 2790 L
00378 2800 L
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00380 2820 L
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00385 2870 L
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00387 2890 L
00388 2900 L
00389 2910 L
00390 2920 L
00391 2930 L
00392 2940 L
00393 2950 L
00394 2960 L
00395 2970 L
00396 2980 L
00397 2990 L
00398 3000 L
00399 3010 L
00400 3020 L
00401 3030 L
00402 3040 L
00403 3050 L
00404 3060 L
00405 3070 L
00406 3080 L
00407 3090 L
00408 3100 L
00409 3110 L
00410 3120 L
00411 3130 L
00412 3140 L
00413 3150 L
00414 3160 L
00415 3170 L
00416 3180 L
00417 3190 L
00418 3200 L
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WT00,51 WT01CS,0V0.1CS
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SUBROUTINE LYRICS ENTRY POINT 005720

SYNCHARGE USEL: CUE(1) 004111, DATA(0) 022143, BLANK COMMON(2) 0C0000

INTERNAL REFLECTIONS (BLOCK, NAME)

U00J	NAME
0004	MOUSE
0005	SE1SG
0006	SUBEG
0007	GRAPH
0010	POINT
0011	LINE
0012	PALETTE
0013	EXIT
0014	SIN
0015	COS
0016	ATAN
0017	SQRT
0020	EXP
0021	MEMN2
0022	MEMN3
0023	NUMC
0024	NUMB
0025	MEMN3

STORAGE ASSIGNMENT (BLOCK, TYPE, RELATIVE LOCATION, NAME)

0001	003061	10376	0001	003191	10536	0001	003221	10676	0001	003310	11056	0001	003376	11326
0001	003466	11506	0001	003594	12636	0001	003622	11766	0001	002337	11816	0001	000079	1206
0001	004316	1201	0001	002563	1254	0001	000120	1326	0001	002520	1381	0001	0021652	135F
0001	0021657	136F	0001	002559	1401	0001	000168	1456	0001	002560	1421	0000	0021666	143F
0001	0002564	1441	0000	0021676	145F	0001	000168	1456	0001	002570	1461	0000	0021672	147F
0000	0021726	150F	0000	0021753	160F	0001	000211	1616	0001	000134	201	0000	0003642	203G
0000	0021768	211F	0001	000512	2256	0001	003273	2451	0001	000603	2516	0001	0003672	2851
0001	0003077	3011	0001	0001092	3026	0001	0021625	34F	0001	001914	3509	0001	0001943	3476
0001	0017122	4156	0001	001756	4276	0000	0021644	490F	0001	002226	505G	0001	002407	5101
0000	0021646	512F	0001	002320	5326	0001	0021653	5576	0001	000571	561	0001	002044	6136
0001	0004231	946G	0001	002611	7136	0001	002677	7556	0001	002355	777	0001	0001713	791
0001	0004206	991	0007	0007334	ACC	0000	0021513	ACA	0000	0021514	AC7	0000	0001713	791
0000	0021543	1041	0000	0021540	CON1	0000	0021541	CH2	0000	0021542	CD3	0000	0021500	B
0000	0021564	C051	0000	0021565	C052	0000	0021566	C053	0000	0021567	C054	0000	0021545	C07
0000	0021544	C071	0000	0021532	CPH	0000	0021536	CP1	0000	0021534	C7E	0000	0021510	CTH
0000	0021164	C1	0000	0021330	C2	0000	0000262	U	0000	0021572	DPA	0000	0021573	DRX
0000	0021574	Cb1	0000	0021575	DBZ	0000	000504	D15P	0000	0021507	D15X	0000	0021510	D15Z
0000	0004204	0464	000F	0021546	04G1	0000	0021551	04G2	0000	0001210	04GY	0000	0021547	04GY1
0000	0021552	04G12	0000	0021553	04G2	0000	0021550	04G21	0000	0021553	04G22	0000	0021554	04GY1
0000	0021576	04G05	0000	0021555	ENH	0000	0000252	ERT1A	0000	0000240	ERT1A2	0000	0000246	ERT1A2
0000	0021577	1100B	000G	0021556	HYDM-X	0000	0021557	HYDM4Y	0000	0021560	HYDM4Z	0000	0021561	HYDM4Y1
0000	0021562	1100KMY	000C	0021563	HYDM-X2	0000	00010254	1R	0000	0021560	11AX	0000	0020203	1100F3

00001	021001	11M	00001	021005	11MAX	00001	021003	J	00,0	021476	K	00001	021506	L
00002	021002	LAST	00002	021477	M	00002	021505	I	00,0	021004	MTME	00002	021507	P
00003	000061	PHI	00003	000000	R	00003	021537	KE	00,0	021531	SPI	00003	021538	SPI
00004	021503	SPRCH	00004	021533	STE	00004	021527	STH	00,0	000070	T	00004	000052	THETA
00005	021503	LAST	00005	021475	IN	00005	021521	TMC,T	00,0	021504	T	00005	021624	TMIN
00006	021474	INSTON	00006	021623	11MAX	00006	021617	11MIN	00,0	014570	TUS	00006	000016	TX
00007	000014	Y	00007	000122	TZ	00007	021523	U	00007	000130	UH	00007	021525	UXI
00008	021524	V	00008	000077	VC	00008	004420	VEL	00008	021600	VIR	00008	021531	VX
00009	021512	VZ	00009	000196	VR	00009	021620	VXMAX	00,0	021614	VXMI	00009	021621	VYMAX
00010	021515	VYMIN	00010	021526	VYH	00010	021622	VZMAX	00,0	021616	VZMIN	00010	000164	W
00011	000024	YMIN	00011	021571	ZH	00011	021611	XMAX	00,0	021606	XMIN	00011	021515	XID
00012	021012	YMAX	00012	021607	YMIN	00012	021516	YUD	00012	021521	ZAP	00012	021522	ZAPM
00013	021013	ZMAX	00013	000100	ZMIN	00013	021517	ZND						
SUBROUTINE DYMC(S,X1,Y1,Z1,OS,EC,DL,G,H,CAX,CZZ,CB,														
IDXA,TMC,DCUT,HIO,INC,IBOOT,RAD,EXB,NT,11MAX,XCHAR,YCHAR,														
Z2CHAR,XCHAR,TCHAR,ZCHAR,VELX,VELY,VELZ,TFN,TIN,TITLE,IPLOI,EMK,														
SSHZ,OMEGA,OMEGAZ,PHAX,PHAZ)														
DIMENSION A1(7),Y1(7),Z1(7),R(42),THETA(7),PHI(7),DS(6),EC(6),PL(6														
11,T(7),VC(7),TX(6),TY(6),TZ(6),UR(7,2),VR(7,2),WK(7,2),DOUT(6),														
DURGA(6),DRG(6),DOKGZ(6),WC(6),WTRIX(6),ERTIAX(6),ERTIAY(6),ERTIAZ(6														
3),B(6),RA(6),ERB(6),WT(6),D(42),ACC(7,3,100),VEL(7,3,100),DISP(7														
4,3,100),TMS(7,3,100)														
DIMENSION P(200),C1(100),C2(100)														
DIMENSION SHX(101),SHZ(101),OMEGAX(101),OMEGAZ(101),PHAX(101),														
1PHAZ(101)														
C INITIAL VALUES AT TIME=0														
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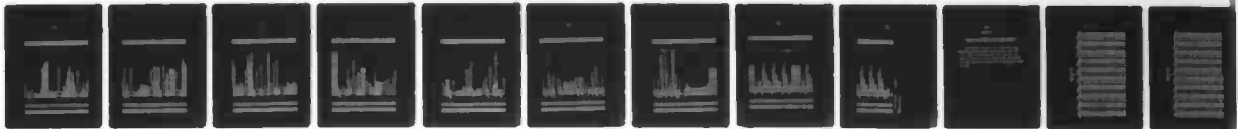
NAVAL UNDERWATER SYSTEMS CENTER NEW LONDON CONN NEW --ETC F/G 13/10
A STEADY STATE AND DYNAMIC ANALYSIS OF A MOORING SYSTEM.(U)
MAR 77 J P RADOCHIA

UNCLASSIFIED

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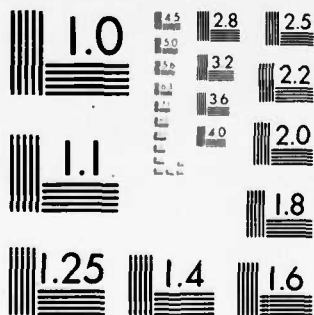
3 of 3
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00336 1950 DRG2=0.5*H10+0.3*19159*DOUT(N)*CDI*VR(H,2)*ABS(WR(N,2))
00337 1960 DRG22=0.5*H10+0.3*19159*DOUT(N)*CDH*WR(H,2)*ABS(WR(N,2))
00338 1970 STN=SIH(THE TA(H))
00339 1980 CTH=COS(THE TA(H))
00340 1990 SPH=SIH(PHI(H))
00341 2000 CPH=COS(PHI(H))
00342 2010 STE=SIH(THE TA(H-1))
00343 2020 CTE=COS(THE TA(H-1))
00344 2030 SPI=SIH(PHI(N-1))
00345 2040 CPI=COS(PHI(N-1))
00346 2050
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00348 2070
00349 2080
00350 2090
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00352 2110
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3630 IF (N1,0.77) GO TO 144
3640 GO TO 146
3650 CONTINUE
3660 PRINT 147
3670 FORMAT(10,'148','SHIP')
3680 CONTINUE
3690 PRINT 145
3700 FORMAT(10,'149','TIME(SEC)',3X,'ACCELERATION (FT/SEC**2)',10X,
3710 '149.1',VELOCITY (FT/SEC)',13X,'DISPLACEMENT (FT)',10X,'TENSIN(LHS)',5X,
3720 '2',ANGLE(SIDE))
3730 PRINT 150
3740 FORMAT(10,'150','X',9X,'Y',9X,'Z',9X,'X',9X,'Y',9X,'Z',9X,'X',9X,
3750 '150.1',2,'Y',9X,'1',6X,'1',5E10,'7A','PM1')
3760 IMAX=LAST+1
3770 DO 200 J=1,IMAX
3780 NML=ETMAX-(TLAS1+1.)+J
3790 CONTINUE
3800 PRINT 160,'TIME,ACC(N,1,J),ACC(H,2,J),ACC(N,3,J),VEL(N,1,J),VEL(H,2,
3810 '160.1',VEL(N,3,J),DISP(N,1,J),DISP(N,2,J),DISP(H,3,J),FMS(N,1,J),FMS
3820 '2',2,J),FMS(H,3,J))
3830 FORMAT(110.6F10.4,NF10.1,2F10.2)
3840 CONTINUE
3850 CONTINUE
3860 IF (IPLOT.EQ.0) GO TO 301
3870
3880 C
3890 C
3900 PLOTS
3910
3920 PRINT 211
3930 CONTINUE
3940 CALL MAKE56(P,0)
3950 CALL SETSMG(P,93,0.1)
3960 IMAX=LAST+1
3970 TMAX=INSTON
3980 DO 300 N=1,7
3990 NML=1.0E5
4000 TML=1.0E5
4010 ZML=1.0E5
4020 XMAX=1.0E5
4030 YMAX=1.0E5
4040 ZMAX=1.0E5
4050 VMAX=1.0E5
4060 VMAX=1.0E5
4070 TMAX=1.0E5
4080 YMAX=1.0E5
4090 ZMAX=1.0E5
4100 TMAX=1.0E5
4110 TMAX=ETMAX-1LAST
4120 DO 247 K=20,1TMAX
4130 IF (DISP(N,1,K).LE.4XIN) XML=DISP(N,1,K)
4140 IF (DISP(N,2,K).LE.4XIN) YML=DISP(N,2,K)
4150 IF (DISP(N,3,K).LE.4XIN) ZML=DISP(N,3,K)
4160 IF (DISP(N,1,K).GE.4XAX) XMAX=DISP(N,1,K)
4170 IF (DISP(N,2,K).GE.4XAX) YMAX=DISP(N,2,K)
4180 IF (DISP(N,3,K).GE.4XAX) ZMAX=DISP(N,3,K)
4190 IF (VEL(N,1,K).LE.4XVIN) VML=VEL(N,1,K)
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IF (VEL(IN,2,K),LE.,ZMIN) VMIN=VEL(IN,2,K)
IF (VEL(IN,3,K),LE.,ZMIN) VMIN=VEL(IN,3,K)
IF (VEL(IN,1,K),GE.,VMAX) VMAX=VEL(IN,1,K)
IF (VEL(IN,2,K),GE.,VMAX) VMAX=VEL(IN,2,K)
IF (VEL(IN,3,K),GE.,ZMAX) VMAX=VEL(IN,3,K)
247 CONTINUE
IF (N,LE.,1) GO TO 245
ITMAX=26
DO 220 K=1,ITMAX
C1(N)=UISP(N,1,K)
C2(K)=VEL(IN,1,K)
220 CONTINUE
CALL SUBJUG(P,XMIN,XMIN,XMIN,XMAX,VMAX)
CALL GRAPHG(P,C1,C2,ZCHNR,6,VELX,6,TITLE)
CALL POINTG(P,ITMAX,C1,C2)
CALL LINE5G(P,ITMAX,C1,C2)
DO 230 K=1,ITMAX
C1(K)=UISP(N,2,K)
C2(K)=VEL(IN,2,K)
230 CONTINUE
CALL SUBJUG(P,XMIN,XMIN,XMIN,XMAX,VMAX)
CALL GRAPHG(P,C1,C2,ZCHNR,6,VELY,6,TITLE)
CALL POINTG(P,ITMAX,C1,C2)
CALL LINE5G(P,ITMAX,C1,C2)
DO 240 K=1,ITMAX
C1(K)=UISP(N,3,K)
C2(K)=VEL(IN,3,K)
240 CONTINUE
CALL SUBJUG(P,XMIN,XMIN,XMIN,XMAX,VMAX)
CALL GRAPHG(P,C1,C2,ZCHNR,6,VELZ,6,TITLE)
CALL POINTG(P,ITMAX,C1,C2)
CALL LINE5G(P,ITMAX,C1,C2)
245 CONTINUE
ITMAX=LAST+1
DO 219 K=1,ITMAX
IF (UISP(N,1,K),LE.,XMIN) XMIN=UISP(N,1,K)
IF (UISP(N,2,K),LE.,YMIN) YMIN=UISP(N,2,K)
IF (UISP(N,3,K),LE.,ZMIN) ZMIN=UISP(N,3,K)
IF (UISP(N,1,K),GE.,XMAX) XMAX=UISP(N,1,K)
IF (UISP(N,2,K),GE.,YMAX) YMAX=UISP(N,2,K)
IF (UISP(N,3,K),GE.,ZMAX) ZMAX=UISP(N,3,K)
IF (TMIN,IN,1,K),LE.,TMIN) TMIN=THIS(IN,1,K)
IF (TMIN,IN,1,K),GE.,(TMAX) TMAX=THIS(IN,1,K)
219 CONTINUE
DO 250 K=1,ITMAX
C1(K)=TMAX-(1/2)*T,1,1,K)
C2(K)=TNS(h,1,K)
250 CONTINUE
CALL SUBJUG(P,TMIN,TMIN,TMIN,TMAX,TMAX)
CALL GRAPHG(P,C1,C2,TMIN,6,TEH,6,TITLE)
CALL POINTG(P,ITMAX,C1,C2)
CALL LINE5G(P,ITMAX,C1,C2)
CALL PAGEG(P,0,1,1)
IF (N,LE.,1) GO TO 245

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01147 4970 DO 260 K=1,ITMAX
01154 4980 C2(K)=DISP(N,1,K)
01155 4990 260 CONTINUE
01156 5000 CALL SUBJG(P,IMIN,XM1,XM2,IMAX,XMAX)
01157 5010 CALL GRAPHG(P,0,C1,C2,6,TIM,6,YCHR,6,TITLE)
01158 5020 CALL POINTG(P,ITMAX,C1,C2)
01159 5030 CALL LINEG(P,ITMAX,C1,C2)
01160 5040 CALL PAGEG(P,0,1,1)
01161 5050 DO 270 K=1,ITMAX
01162 5060 C2(K)=DISP(N,2,K)
01163 5070 270 CONTINUE
01164 5080 CALL SUBJG(P,IMIN,YMIN,IMAX,YMAX)
01165 5090 CALL GRAPHG(P,0,C1,C2,6,TIM,6,YCHR,6,TITLE)
01166 5100 CALL POINTG(P,ITMAX,C1,C2)
01167 5110 CALL LINEG(P,ITMAX,C1,C2)
01168 5120 CALL PAGEG(P,0,1,1)
01169 5130 DO 280 K=1,ITMAX
01170 5140 C2(K)=DISP(N,3,K)
01171 5150 280 CONTINUE
01172 5160 CALL SUBJG(P,IMIN,ZMIN,IMAX,ZMAX)
01173 5170 CALL GRAPHG(P,0,C1,C2,6,TIM,6,ZCHR,6,TITLE)
01174 5180 CALL POINTG(P,ITMAX,C1,C2)
01175 5190 CALL LINEG(P,ITMAX,C1,C2)
01176 5200 CALL PAGEG(P,0,1,1)
01177 5210 285 CONTINUE
01178 5220 300 CONTINUE
01179 5230 301 CALL EXITG(P)
01180 5240 301 CONTINUE
01181 5250 C
01182 5260 IMAX=IMNSTR
01183 5270 RETURN
01184 5280 END

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END OF COMPIATION: NO DIAGNOSTICS.

CPMLP
FUMMA 0026-01/11-04:57

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Appendix F

VALUES OF EACH ELEMENT OF THE TIME SERIES USED TO
DESCRIBE SHIP'S VERTICAL AND LATERAL MOTIONS

This appendix lists all of the values of w_1 , S_{hx_1} , E_{x_1} , S_{hz_1} , and E_{z_1} used in equations (68), (69), and (70). Three ship headings; $BETA = 90^\circ$, 135° , 180° ; are used for cases 12, 13, and 14 respectively. (See chapter 4.) Thus, three sets of values will be given, one for each heading.

BETA = 90°

w_i	S_{E_i}	E_{E_i}	$S_{E_{\pi i}}$	$E_{\pi i}$	$w_{\pi i}$	$S_{E_{\pi i+1}}$	$E_{E_{\pi i+1}}$	$S_{E_{\pi i+1}}$	$E_{\pi i+1}$
.4831	.0000	.0125	.0000	.0505	.4833	.0029	2.5799	.0028	2.6179
.4839	.0053	5.8041	.0051	5.8421	.4848	.0074	5.1236	.0071	3.1616
.4862	.0096	2.0287	.0092	2.0667	.4879	.0120	3.8681	.0115	3.9061
.4901	.0146	5.9648	.0140	6.0028	.4926	.0175	2.7121	.0168	2.7501
.4955	.0207	3.4010	.0198	3.4390	.4958	.0240	2.5886	.0230	2.6266
.5024	.0276	2.5731	.0264	2.6111	.5065	.0314	5.8544	.0299	5.8964
.5109	.0353	.4097	.0337	.4527	.5158	.0395	4.9092	.0377	4.9542
.5210	.0438	3.6396	.0418	3.6896	.5266	.0523	3.4171	.0495	3.4671
.5326	.0634	2.9653	.0595	3.0203	.5339	.0743	6.0026	.0694	6.0606
.5457	.0851	2.4352	.0793	2.4972	.5529	.0960	6.1445	.0893	6.2105
.5604	.1070	.2604	.0993	.3304	.5683	.1228	2.7663	.1132	2.8413
.5766	.1414	3.7703	.1296	3.8463	.5853	.1597	2.0789	.1457	2.1589
.5944	.1778	5.8207	.1617	5.9107	.6039	.1959	5.2773	.1777	5.3693
.6137	.2185	2.2562	.1967	2.3512	.6240	.2408	.5995	.2155	.7015
.6346	.2630	4.1710	.2344	4.2790	.6456	.2853	.6435	.2533	.7535
.6570	.3078	1.3917	.2718	1.5077	.6688	.3303	5.7592	.2903	3.8802
.6810	.3521	4.1661	.3078	4.2941	.6935	.3727	.3518	.3234	.4858
.7065	.3935	6.0620	.3393	6.2020	.7198	.4118	2.3342	.3522	2.4792
.7335	.4297	4.3366	.3646	4.4966	.7476	.4446	.8059	.3740	.9809
.7621	.4589	4.5459	.3826	4.7259	.7770	.4713	5.0016	.3890	5.1876
.7923	.4820	4.6990	.3936	4.8910	.8079	.4911	5.5674	.3964	3.7674
.8239	.4965	3.4918	.3974	3.7068	.8404	.5042	2.2141	.3967	2.4441
.8572	.5079	3.0519	.3944	3.2919	.8744	.5110	2.9042	.3908	3.1592
.8920	.5129	2.7346	.3858	3.0046	.9099	.5138	4.4963	.3797	4.7813
.9283	.5138	1.6860	.3726	1.9860	.9470	.5124	5.3313	.3645	5.6563

$BETA = 135^\circ$

W_i	$S_{\pi i}$	$E_{\pi i}$	$S_{\pi i}$	W_{i+1}	$S_{\pi i+1}$	$E_{\pi i+1}$	$S_{\pi i+1}$	$E_{\pi i+1}$
.4831	.0000	.0125	.0000	.4833	.0032	2.5799	.0021	2.9799
.4839	.0059	5.8041	.0038	.4648	.0063	3.1236	.0054	3.5236
.4862	.0109	2.0287	.0070	.4879	.0137	3.8681	.0088	4.2681
.4901	.0168	5.9648	.0107	.4926	.0202	2.7121	.0128	3.1121
.4955	.0238	3.4010	.0151	.4988	.0277	2.5886	.0176	2.9916
.5024	.0319	2.5731	.0202	.5065	.0363	5.8544	.0229	6.2644
.5109	.0409	.4097	.0258	.5158	.0458	4.9092	.0288	5.3292
.5210	.0508	3.6396	.0320	.5266	.0613	3.4171	.0380	3.8571
.5326	.0752	2.9653	.0459	.5389	.0888	6.0026	.0536	6.4626
.5457	.1022	2.4352	.0613	.5529	.1157	6.1445	.0691	6.6245
.5604	.1293	.2604	.0769	.5683	.1503	2.7663	.0881	3.2663
.5766	.1756	3.7703	.1014	.5853	.2002	2.0789	.1144	2.5989
.5944	.2244	5.8207	.1274	.6039	.2486	5.2773	.1403	5.8373
.6137	.2827	2.2562	.1566	.6240	.3160	.5995	.1728	1.1995
.6346	.3490	4.1710	.1888	.6456	.3823	.6435	.2051	1.2735
.6570	.4198	1.3917	.2222	.6688	.4570	3.7592	.2393	4.4342
.6810	.4948	4.1661	.2557	.6935	.5335	.3518	.2710	1.0668
.7065	.5721	6.0620	.2864	.7198	.6103	2.3342	.3000	3.1042
.7335	.6483	4.3366	.3132	.7476	.6847	.8059	.3247	1.6459
.7621	.7205	4.5459	.3354	.7770	.7548	5.0016	.3441	5.9016
.7923	.7875	4.6990	.3513	.8079	.8185	3.5674	.3568	4.5474
.8239	.8475	3.4918	.3608	.8404	.8749	2.2141	.3633	3.2841
.8572	.9012	3.0519	.3646	.8744	.9237	2.9042	.3639	4.0792
.8920	.9433	2.7346	.3615	.9099	.9608	4.4963	.3578	5.7663
.9283	.9762	1.6860	.3528	.9470	.9895	5.3313	.3462	6.7213

BETA = 135°

W_i	$S_{\pi i}$	$E_{\pi i}$	$S_{\pi i}$	$E_{\pi i}$	W_{i+1}	$S_{\pi i+1}$	$E_{\pi i+1}$	$S_{\pi i+1}$	$E_{\pi i+1}$
.9601	1.0028	4.3333	.3389	5.7733	.9857	1.0075	2.1606	.3301	3.6606
1.0056	1.0118	2.4800	.3203	4.0400	1.0259	1.0107	5.1920	.5096	6.8020
1.0405	1.0088	1.5916	.2978	3.2616	1.0676	1.0041	1.8399	.2855	3.5799
1.0890	.9977	3.6154	.2719	5.4154	1.1109	.9812	.0295	.2588	1.8695
1.1331	.9631	5.8990	.2445	7.7690	1.1557	.9431	2.4066	.2298	4.3086
1.1787	.9164	4.9127	.2150	6.8427	1.2021	.8814	.9350	.2003	2.8950
1.2258	.8399	.8681	.1871	2.7681	1.2500	.7928	.2159	.1732	2.0739
1.2745	.7397	3.8145	.1574	4.9845	1.2995	.6820	2.9536	.1425	4.7136
1.3248	.6190	3.7743	.1303	5.3943	1.3505	.5451	.2900	.1162	1.7530
1.3765	.4692	4.6000	.1019	5.7300	1.4030	.4137	4.6010	.0921	5.7610
1.4299	.3462	1.1285	.0805	2.0935	1.4571	.2748	3.5946	.0688	4.3946
1.4848	.2293	2.3799	.0616	2.9799	1.5128	.1692	.6888	.0530	1.1488
1.5412	.1111	3.4924	.0455	3.8424	1.5700	.0925	6.0899	.0418	6.3199
1.5991	.0678	.0560	.0374	.1870	1.6287	.0541	4.5323	.0348	4.6523
1.6586	.0517	2.6680	.0333	2.7730	1.6890	.0491	3.9707	.0317	4.0627
1.7197	.0463	1.6688	.0303	1.7548	1.7508	.0432	5.2955	.0287	5.3755
1.7823	.0396	.1910	.0268	.2660	1.8142	.0349	5.4516	.0245	5.5166
1.8465	.0292	3.3601	.0219	3.4051	1.8791	.0246	5.6802	.0196	5.7022
1.9122	.0194	.0065	.0172	.0185	1.9456	.0141	1.6000	.0147	1.5900
1.9794	.0107	5.4180	.0127	5.3780	2.0136	.0052	4.3815	.0101	4.3415
2.0462	.0050	1.4546	.0087	1.4146	2.0832	.0047	5.0626	.0071	5.0226
2.1185	.0046	.9919	.0067	.9619	2.1543	.0046	2.3343	.0070	2.3043
2.1904	.0047	.8976	.0068	.8776	2.2269	.0047	5.5249	.0061	5.5099
2.2638	.0046	4.2004	.0054	4.2114	2.3011	.0042	4.6728	.0050	4.6628
2.3388	.0038	2.5547	.0047	2.5447	2.3768	.0034	3.2059	.0043	3.1959
2.4153	.0028	2.9858	.0039	2.9758					

BETA = 180°

w_i	$S_{\lambda \lambda i}$	$E_{\lambda i}$	$w_{\lambda+1}$	$S_{\lambda \lambda i+1}$	$E_{\lambda i+1}$
.4831	.0000	.0125	.4833	.0035	2.5799
.4839	.0004	5.8041	.4848	.0091	3.1236
.4862	.0119	2.0287	.4879	.0151	3.8661
.4901	.0185	5.9648	.4926	.0223	2.7121
.4955	.0263	3.4010	.4988	.0307	2.5806
.5024	.0353	2.5731	.5065	.0402	5.8544
.5109	.0453	.4097	.5158	.0507	4.9092
.5210	.0563	3.6396	.5266	.0683	3.4171
.5326	.0843	2.9653	.5389	.0998	6.0026
.5457	.1152	2.4352	.5529	.1305	6.1445
.5604	.1460	.2604	.5683	.1704	2.7663
.5766	.1998	3.7703	.5853	.2284	2.0789
.5944	.2565	5.8207	.6039	.2845	5.2773
.6137	.3247	2.2562	.6240	.3639	.5995
.6346	.4025	4.1710	.6456	.4418	.6435
.6570	.4868	1.3917	.6688	.5314	3.7592
.6810	.5760	4.1661	.6935	.6208	.3518
.7065	.6656	6.0620	.7198	.7089	2.3342
.7335	.7520	4.3366	.7476	.7948	.8059
.7621	.8354	4.5459	.7770	.8710	5.0016
.7923	.9031	4.6990	.8079	.9316	3.5674
.8239	.9564	3.4918	.8404	.9786	2.2141
.8572	1.0008	3.0519	.8744	1.0125	2.9042
.8920	1.0161	2.7346	.9099	1.0192	4.4963
.9283	1.0156	1.6860	.9470	1.0070	5.3313

BETA = 180°

W_i	S_{E2i}	E_{Ei}	W_{i+1}	S_{E2i+1}	E_{Ei+1}
.9661	.9971	4.3333	.9857	.9747	2.1606
1.0056	.9497	4.4800	1.0259	.9165	5.1920
1.0465	.8792	1.5916	1.0676	.8350	1.8399
1.0890	.7855	3.6154	1.1109	.7335	.0295
1.1331	.6736	5.8990	1.1557	.6025	2.4086
1.1787	.5322	4.9127	1.2021	.4652	.9350
1.2258	.4064	.8081	1.2500	.3428	.2159
1.2745	.2595	3.8145	1.2995	.1865	2.9536
1.3248	.1606	3.7743	1.3505	.1278	.2900
1.3765	.0962	4.6000	1.4030	.0926	4.6010
1.4299	.0887	1.1285	1.4571	.0876	3.5946
1.4848	.0938	2.3799	1.5128	.0999	.6888
1.5412	.0983	3.4924	1.5700	.0839	6.0899
1.5991	.0655	.0560	1.6287	.0507	4.5323
1.6586	.0365	2.6680	1.6890	.0186	3.9707
1.7197	.0149	1.6688	1.7508	.0127	5.2955
1.7823	.0107	.1910	1.8142	.0100	5.4516
1.8465	.0093	3.3601	1.8791	.0085	5.6802
1.9122	.0075	.0065	1.9456	.0064	1.6000
1.9794	.0052	5.4180	2.0136	.0037	4.3815
2.0482	.0028	1.4546	2.0832	.0013	5.0626
2.1185	.0021	.9919	2.1543	.0033	2.3343
2.1904	.0038	.8976	2.2269	.0038	5.5249
2.2638	.0038	4.2004	2.3011	.0039	4.6728
2.3388	.0038	2.5547	2.3768	.0034	3.2059
2.4153	.0028	2.9658			

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